ALEX. ROSS & Co.

COCOA.

For delicious natural flavour, delicate aroma, absolute purity, the most important requisites of Best Cocoa, it is the Standard.

Ask your Compradore for it and refuse substitutes.

[770

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom.

ON SALE

THE DIRECTORY AND CHRONICLE FOR 1914.

Complete Edition ... $10.00
Smaller ,, ... 6.00

Order now direct, or from the Agents.

Agents in all the Foreign Settlements throughout the Far East.

No. 17,571. 號一十七百五千七萬一第 日二十月七年宣甲 HONGKONG, TUESDAY, SEPTEMBER 1st. 1914. 二拜禮 號一月九年三國民華中 PRICE, $3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.

In Casks 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 9th June, 1914. [805

MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA, OCHI, MUTABE, YOSHINOTANI, NAMAZUTA, SAYO, SHINNEW AND KAMIYAMADA Collieries.

AGENTS FOR SAKITO AND OYUBARI Coals.

HEAD OFFICE:—MARUNOUCHI, TOKYO.

BRANCH OFFICES:—NAGASAKI, MOJI, KARATSU, WAKAMATSU, OTARU, MURORAN, HAKODATE, KOBE, OSAKA, KURE, TOKYO, YOKOHAMA, NAGOYA TSURUGA, SHANGHAI, HONGKONG, HANKOW, PEKING.

Cable Address for above:—"IWASAKI."
Codes: A1, A.B.C. 5th Ed., Western Union.

AGENCIES:—
CHINKIANG—Messrs. GEARING & Co.
MANILA—Messrs. MACONDRAY & Co.
SINGAPORE—Messrs. BORNEO Co., LTD.
GLASGOW—Messrs. A. R. BROWN, McFARLANE & Co., LTD.

For Particulars, apply to—
K. KATO,
Manager.
No. 2, Pedder Street, Hongkong.
Hongkong, 24th April, 1914. [614

SIEN TING.

SURGEON DENTIST,
No. 10, D'AGUILAR STREET
TERMS VERY MODERATE.
Consultation Free.
Hongkong 20th March, 1914. [442

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bores and Sizes.

SMOKELESS POWDER and CHILLED SHOT. From No. 10 to SSSG, at $6, $7 and $7.50 per 100 SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited

WM. SCHMIDT & Co.

Hongkong 16th April 1914. [559

A LING & CO.,

19 QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.
Photographic Goods of Every Description in Stock.
Developing, Printing and Enlarging.
Canton Marbles in Various Shades.
TELEPHONE 1219.
Hongkong, 18th April, 1914. [587

PEAK TRAMWAY COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	to 8.00 a.m.	Every 15	minutes.
8.00 ,,	to 10.00 ,,	,, 10	,,
10.00 ,,	to 11.00 ,,	,, 15	,,
11.30 ,,	to 12.45 p.m.	,, 15	,,
12.45 p.m.	to 1.15 ,,	,, 10	,,
1.15 ,,	to 1.45 ,,	,, 15	,,
1.45 ,,	to 2.15 ,,	,, 10	,,
2.15 ,,	to 5.00 ,,	,, 15	,,
5.00 ,,	to 8.10 ,,	,, 10	,,

NIGHT CARS.
8.50 p.m. and 9.00 p.m., 9.30 to 11.00 p.m. Every Half-Hour.
11.00 p.m. to 11.45 p.m. Every Quarter-Hour.

SUNDAYS.

7.45 a.m.	to 10.30 a.m.	Every 15	minutes.
10.30 ,,	to 11.00 ,,	,, 10	,,
11.30 ,,	to 12.00 noon	,, 15	,,
12.00 noon	to 1.00 p.m.	,, 10	,,
1.00 p.m.	to 5.00 ,,	,, 15	,,
5.00 ,,	to 6.00 ,,	,, 10	,,
6.00 ,,	to 7.00 ,,	,, 15	,,
7.00 ,,	to 8.10 ,,	,, 10	,,

NIGHT CARS as on Week Days.

SATURDAYS.
Extra Car at 12 Midnight.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong 29th May, 1914. [502

SOUTH MANCHURIA RAILWAY.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

TIME TABLE
(Effective from May 1st, 1914, to April 30th, 1915).

THRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Dining, and First and Second Class Sleeping Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Mail Steamer Service by the S.S. *SAKAKI MARU* and *KOBE MARU* (each Equipped with Wireless Telegraph) as follows:—

NORTH BOUND.

1st Class Fares	Connecting at Harbin with			Wagon-Lits for Moscow	Russian States Express: For St. Pet'g.	Russian States Express: For Moscow
					Sakaki	Kobe
$ 40.00	Shanghai (S.M.R. Str.)	Lv.	Foreboon		Mon.	Wed.
	Dairen (S.M.R. Train)	Lv.	3.20 p.m.	Wed.	Th.	Fri.
Y 14.95	Mukden ,,	Ar.	11.25 ,,	,,	,,	,,
	,, ,,	Lv.	11.50 ,,	,,	,,	,,
Y 11.50	Changchun ,,	Ar.	7.10 a.m.	Th.	Fri.	Mon.
	(Russian Train)	Lv.	*9.00 ,,	,,	,,	,,
R. 9.60	Harbin ,,	Ar.	*3.00 p.m.	,,	,,	,,

SOUTH BOUND.

Connecting at Harbin with			Wagon-Lits from Moscow	Russian State Express: from St. Pet'g.	Russian State Express: From Moscow
				Kobe	Sakaki
R. 9.60	Harbin (Russian Train)	Lv.	*10.10 a.m.	Fri.	Th.	Mon.
	Changchun (S.M.R. Train)	Lv.	*4.30 p.m.	,,	,,	,,
Y 11.50	Mukden ,,	Ar.	5.44 ,,	,,	,,	,,
	,, ,,	Lv.	6.40 a.m.	,,	,,	,,
Y 14.95	Dairen ,,	Lv.	1.05 p.m.	,,	,,	,,
	,, (S.M.R. str.)	Lv.	9.00 ,,	,,	Fri.	Tues.
Y 40.00	Shanghai ,,	Ar.	Noon.	Sat.	Sat.	Th.
			Foreboon	Mon.	Mon.	Sat.

* Russian Train Time is 23 minutes faster than the S.M.R. Time.
The above fares do not include the Express Train Berth Fee.

THROUGH REGISTRATION OF BAGGAGE.—By the "International Through Passenger Traffic via Siberia," through tickets are issued from Shanghai (and the principal stations via Siberia) to London, Paris, Berlin, and Vienna, and *vice versa*, and holders of these tickets are also entitled to through registration of their baggage. Travellers must, however, ask specially for the "International Through Passenger Traffic via Siberia" tickets in order to secure this facility, which is not obtainable by the ordinary booking.

MUKDEN-ANTUNG LINE.—MANCHURIA-CHOSEN THROUGH SERVICE.—Thrice-Weekly Express Service between Changchun and Fusan without change, establishing direct link between the Trans-Siberian Express Service and the Imperial Japanese Government Ferry and Railway Service, reducing the journey between Manchuria and Japan by nearly two days and diminishing the sea-voyage to a few hours; also connecting Peking and Tokyo by rail with the exception of the short passage between Fusan and Shimonoseki. London to Tokyo in 13½ days; Peking to Tokyo in 4 days.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add. Yamato"). At Dairen, Port Arthur, Mukden, Changchun, and Hoshigaura (the finest sea-side resort in North China), all under the Company's management.

TICKET AGENCIES.—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS Co.; Messrs. THOS. COOK & SON; REISEBUREAU DER HAMBURG-AMERIKA LINIE; the NORDISK RESEBUREAU; and the NIPPON YUSEN KAISHA, Shanghai; from each of whom all information, time-tables, pictorial guide-books, etc., can be obtained free, or direct from the

SOUTH MANCHURIA RAILWAY CO., DAIREN.

Tel. Add.: "MANTETSU." Codes: A.B.C. 5th Ed., A1, and Lieber's.

FUSHUN COAL

THE BEST STEAMING COAL IN THE FAR EAST.

Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots, and also at Chefoo, Shanghai, Hongkong, Singapore, and Penang.

MINING DEPARTMENT.
SOUTH MANCHURIA RAILWAY CO., DAIREN.
[661

OREGON PINE.

THE CHINA IMPORT AND EXPORT LUMBER CO., LTD.

Hongkong, 27th June, 1914. [728

THE YOKOHAMA DOCK CO., LIMITED.

Telegraphic Address:—"DOCK," Yokohama.

Codes used:—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A1, and Watkin's.

DRY DOCK DEPARTMENT:—Telephone Nos. 376, 506, 681, 2050, 3470.

NO. 1 DOCK.	NO. 2 DOCK.	NO. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—

99 buildings, principally of brick and steel, containing private bonded warehouses and sugar consumption tax covered warehouses. Floor area 67,917 square yards, or 14 acres. Every description of warehousing, Custom-house brokerage and insurance undertaken. Rates moderate.
Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.
[822

WEISMANN'S - - FOR QUANTITY.

WEISMANN'S - - FOR PURITY.

WEISMANN'S - - FOR QUALITY.

[29

MITSU BISHI DOCKYARD AND ENGINE WORKS.

A1, A.B.C., Western Union, Engineering and Bentley's Complete Phrase Codes used.

Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.

Manufacturers of Contraflo Auxiliary Machinery, Weir's Auxiliary Machinery, Stone's Manganese Bronze, Pulsometer and Engineering Co.'s Refrigerating Plants and Parsons' Steam Turbines, etc., etc.

AT NAGASAKI:—Telegraphic Address: "DOCK," NAGASAKI.

		Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
3 Dry Docks	No. 1	510 ft.	77 ft.	26 ft.
	No. 2	350 ft.	53 ft.	24 ft.
	No. 3	714 ft	88 ft.	34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA MARU," 716 tons and 12 knots speed, is always ready at short notice.

AT KOBE:—Telegraphic Address "WADADOCK," KOBE.

Floating Docks.

	No. 1.	No. 2.
Lifting Power	7,000 Tons.	12,000 Tons.
Max. Length of Ship taken in	460 Feet	580 Feet.
Max. Breadth ,, ,, ,, ,,	56 ,,	66 ,,
Max. Draft ,, ,, ,, ,,	22 ,,	26 ,,

The Salvage Steamer "ARIMA MARU," pumping capacity per hour 2,000 tons.

Floating Sheerlegs, capable of lifting 40 tons weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.

[805

WM. STEWART & CO.

TIMBER MERCHANTS, MEASURERS, AND TIMBER EXPERTS.

5, ALEXANDRA BUILDINGS.

IMPORTERS of Teak, Hardwoods, Oregon Pine and Japanese Oak in Logs and Planks.
Teak and Hardwood supplied Machine Sawn to any Dimensions.
Floorings—Sizes to Order.
Phillipine Hardwood Wharf Piles in lengths up to 60 feet.
The attention of Architects, Civil Engineers and Contractors is directed to the splendid range of Phillipine Hardwoods suitable for constructional purposes.
Prices and Samples on application.
Telegrams—Rosewood. Telephone No. 1463. P. O. Box No. 639.
Hongkong, 2nd May, 1914. [652

APPLICATIONS FOR AGENCIES IN

CHINA AND JAPAN.

Should be sent to our Agent:—

MR. T. RUDDIMAN JOHNSTON,

13, Mikawadai-machi, Azabu-ku, TOKYO, JAPAN.

SHACKELL, EDWARDS & CO., LTD.

MAKERS OF

PRINTING INKS

FOR OVER 120 YEARS.

RED LION PASSAGE, FLEET STREET, LONDON, E.C.

"HONGKONG DAILY PRESS" PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST	$10.00	MISSIONARY DIRECTORY, paper cover	$0.80
Do. Do. Smaller Edition	6.00	MISSIONARY DIRECTORY, cloth cover	1.00
CHILDREN OF FAR CATHAY, a Social and Political Novel, by C. J. H. Halcombe	3.50	DOG AND GUN in New Territory	1.00
THE JUBILEE OF HONGKONG, being an Historical Sketch, to which is added an Account of the Celebrations in 1891	1.00	FROM HONGKONG TO CANTON, BY THE PEARL RIVER—"A Book for the Globetrotter," by Capt. C. V. LLOYD: with Maps and Illus.	1.75
THE HONGKONG TYPHOON, Sept. 18th, 1906, Illustrated Account	0.50	HONGKONG WEEKLY PRESS, half-yearly vol., bound	7.5.
TEMPORARY MINING REGULATIONS IN CHINA	0.50	SIXTY YEARS ANGLO-CHINESE CALENDAR, 1834 to 1923	2.00
REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA	0.50	RATES OF EXCHANGE AT HONGKONG, English Mail days 1874—	
HONGKONG HANSARD REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Published Annually	0.50	BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail Days, 1893—	1.00
MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Ladysmith Relief Column	1.00	CALLED OUT: or the Chung Wang's Daughter, an Anglo-Chinese Romance, by Chas. J. H. Halcombe	2.00
WARLIKE EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh	1.00	PLAN OF THE WEST RIVER	1.00
POLITICAL OBSTACLES TO MISSIONARY SUCCESS IN CHINA	0.25	,, ,, VICTORIA	1.00
TRADE MARK REGULATIONS IN CHINA	0.25	,, ,, KOWLOON	0.7[illegible]
		,, ,, PEAK	0.7[illegible]
		,, ,, NEW TERRITORY	0.7[illegible]
		POWER OF ATTORNEY FORM	0.25
		MAIL TABLES for 1914, on card	0.8[illegible]
		,, ,, ,, on paper	0.2[illegible]

HOTELS

THE HONGKONG HOTEL AND GRILL ROOM.

J. H. TAGGART,
22] Manager.

KING EDWARD HOTEL.

CENTRAL LOCATION.

All Electric Trams Pass Entrance.
One Minute's Walk from Ferry.
Telephones on All Floors.
Electric Lifts, Fans and Lighting.
European Baths and Sanitary Fittings.
Hot and Cold Water System Throughout.
Best of Food and Service.
Hotel Launch Meets All Steamers.
Telephone No. 373.
Tel. Address: "VICTORIA."
R. H. NORTH,
44] Manager.

GRAND HOTEL.

QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE HOTEL.

A FIRST-CLASS STRINGED ORCHESTRA Renders Selections during TIFFIN and DINNER daily, and at 11.15 a.m. and 5.45 p.m.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly renovated, extensively enlarged, and is now luxuriously furnished and up-to-date in every respect, situated in the most central position. Large and Airy Rooms, Hot, Cold, and Shower Baths, Electric Light Throughout and Fans. Large and Comfortable Lounge, Private and Public Bars and Billiard Rooms. CUISINE ENTIRELY UNDER EUROPEAN SUPERVISION. Sanitary Arrangements of the latest. HOTEL LAUNCH MEETS ALL STEAMERS. Monthly Rates for Tiffin and Dinner. Special Rates for married families on application to
FREDERICK REICHMANN,
Proprietor.

TELEPHONE No. 197.
TELEGRAPHIC ADDRESS: "COMFORT," Hongkong.
31]

PEAK HOTEL.

1,400 FEET ABOVE SEA LEVEL.

FIRST-CLASS RESIDENTIAL and TOURIST HOTEL. Unrivalled for Comfort, Health and Convenience. Telephones in Every Room, prompt connection maintained by six lines to Central. Fifteen Minutes from Principal Landing Stage. Moderate Tariff and Excellent Cuisine, Roof Garden and Social Rooms, European Runner meets Steamers.
P. O. PEUSTER,
Manager.
[1492

THE NEW MACAU HOTEL.

THIS LARGE and ROOMY HOTEL is now OPENED under EXPERIENCED EUROPEAN MANAGEMENT. The place has been renovated throughout and entirely refurnished. Situated on the Praia Grande facing the sea, a cool breeze is enjoyed all the year round. LARGE AND COMFORTABLE DINING ROOM facing the sea. Cuisine under experienced supervision. Terms moderate.
For further particulars, apply to—
C. C. MOOSA,
Macau.
Tel. Add. "Phœnix," Macau.
[943

VICTORIA HOTEL

SHAMEEN—CANTON.

Telegraphic Address: "VICTORIA, SHAMEEN."

SITUATED ON THE BRITISH CONCESSION.

Hotel electrically lighted, and under experienced European Supervision.
GUIDES AND CHAIRS PROVIDED.
Every Information and Special Attention given to Tourists.
REASONABLE RATES.
WM. FARMER,
Proprietor.
[1096

INTIMATIONS

A. S. WATSON & CO., LTD.,

ESTABLISHED 73 YEARS.

CHEMISTS, DRUGGISTS AND PERFUMERS, Etc., Etc.

By Appointment to His Excellency The Governor.

WATSON'S HOUSEHOLD AMMONIA.

FOR THE BATH, TOILET, AND HOUSEHOLD. Used in the Bath it promotes a healthy action of the skin, counteracts all effects of perspiration, and is refreshing and invigorating. It is especially useful for cleaning Jewellery, Silver, and Plated Ware, etc.

WATSON'S

Celebrated

CORN SOLVENT.

A permanent, speedy and painless CURE for corns and bunions.

WATSON'S SHAVING STICKS.

The cheapest and best in the market. They give a free and lasting lather, and impart a soothing feeling to the skin. For delicate and sensitive skins they are unequalled

A. S. WATSON & CO., LIMITED,

Hongkong Dispensary and Kowloon Dispensary.

119

NOTICE TO CORRESPONDENTS.

Only *communications relating to the news column should be addressed to* The Editor.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of Daily Press *should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.*

Telegraphic Address: Press.
Codes: A.B.C. 5th Ed. Lieber.
P.O. Box 34. Telephone No. 12.

Hongkong Office: 10A, Des Voeux Road C. London Office: 131, Fleet Street, E.C.

The Daily Press.

Hongkong September 1st, 1914.

In view of the efforts that, it is announced, are now to be made to replace German goods everywhere by British products, an added interest attaches to the visit to China of the Special Commissioner sent out by the Intelligence Branch of the Board of Trade. The Special Commissioner is, we believe, in China at present, and his mission has now assumed an importance and developed possibilities that were little dreamt of when it was first decided upon. In announcing this forward move for the benefit of British commerce the Board of Trade explained that "the United Kingdom exports to China manufactured articles to the value of those sent by Germany and the United States, but the trade is mainly composed of such staple articles as cotton, and in such lines as metal wares the British trade is little more than that of Germany and distinctly less than the combined trade of our two greatest rivals," adding that "it is in these 'side lines' that the Board of Trade believes British firms have the greatest chance of increasing their trade, and on these the Commissioner will be able to provide useful information." It scarcely needs to be pointed out that the present provides a unique opportunity for realizing the objects of this mission, and that now it simply depends on British merchants to utilize the occasion to the full. One point worth noting is that it is to the "side lines" as much as to the staples of German trade with China that British merchants will have to look: one of the weapons by which German firms have been building up their commercial interests in China is by letting nothing be too small or too unusual for them to handle, with the result that in the end the small has often brought the large in its train. This attention to the miscellaneous trade is shown in her trade journals. The Berlin *Nachrichten fur Handel und Industrie* says: "There is a good market at Bremen for certain articles for re export, *viz.*, hard candles in lots of 25 packets of 8 candles each, cotton and woollen piece goods for China, velvet cotton stockings and hosiery for the same country, printing paper by the 500 sheets for the Far East." And again, from the same paper: "There is a good demand for jewellery in the Hongkong market. The wealthy Chinese have a very marked taste for European jewellery, ornamented with diamonds, rubies, and pearls. Every rich Chinese lady wears a hair comb in the form of a star incrusted with precious stones. The Chinese also have a very pronounced liking for watches richly decorated in the Venetian style. Jewellery is imported to Hongkong mainly from England, but also from France and Germany. Articles in 'old gold' are preferred by the Chinese." These extracts throw a light on the attention given by Germans to the minor articles of commerce, and it is this branch of the trade that it should be most easy to capture now. In the more important articles of commerce Germany has built up her position more by political than by strictly mercantile means. *Ceteris paribus*, British machinery should command as good a market in China as does German, and if an undue proportion of the trade falls to the latter nationality it is not so much because their goods are superior or their prices lower, but because they are willing either to grant unusually long credit or else in cases to lend to Provincial Governments the money to pay for the goods sold. The equipping of Chinese arsenals and mints will be at a standstill altogether now, and it is not likely that the craze for installing electric light in provincial cities will be quite so pronounced; these are, however, among the chief of the outlets for German's staple exports in China, and now is the time for British mercantile associations to start that policy of 'nursing' the places that are likely to provide favourable openings that have proved so advantageous to Germany. With the Press a growing institution, it should be worth making an effort to secure for Great Britain the trade in printing machines; in the many centres where electric light has been installed there always exists a demand for electric appliances which has, so far, been satisfied very largely from German sources—but there is no need to enumerate the various branches of trade that have hitherto been to a disproportionate extent in German hands and should now be won over as British. If, however, German trade in China is to be captured by British firms, they cannot expect to be entirely successful unless they follow the German example of paying the same close attention to the minor and miscellaneous articles of commerce as to the more imposing staples of industry.

Yesterday was the birthday of Her Majesty Queen Wilhelmina of Holland. The Consul General for the Netherlands, Mr. J. H. De Reus, was "at home" at Prince's Buildings in honour of the occasion, when his consular colleagues, the leading Dutch residents of the Colony and others called to pay their respetcs.

Mr. W. C. Haines Watson, Commissioner of Customs at Mengtze, has died suddenly of apoplexy. Mr. Watson joined the Chinese Customs Service in July, 1887, and was made a Commissioner in April, 1907. He took up his post at Mengtze on his return from home leave, before which he was stationed at Mukden and Harbin. He was deservedly one of the Service's most popular members and his death will be regretted by a large number of friends.

Colonel the Hon. J. S. Trefusis, C.M.G., accompanied by Lady Mary Trefusis, arrived in the Colony for a short stay yesterday by the *Tanya Maru*. Colonel Trefusis is a D.L., and J.P. for Devon. He was for thirty years in the 4th Devon Regiment, and was decorated for services in connection with the South African war. Lady Mary Trefusis has been Woman of the Bedchamber to H.M. the Queen since 1895. Her Ladyship is daughter of the 6th Earl of Beauchamp, and Lady Mary Catherine, daughter of 5th Earl Stanhope. In 1905 she married Lieut.-Colonel Hon. H. W. Hepburn-Stuart-Forbes-Trefusis, 4th Batt. D.C.L.I., and late Scots Guards.

The Far Eastern Olympic games have been postponed until May 15th.

Some of our Hongkong readers may be interested in the following paragraph which we extract from the *Far East*:—"Mr. Lawrence Mott, of Tokio, is among those of neutral nations inspired to enthusiasm by the war, and recently he presented himself at the French Embassy and volunteered for service with the aerial forces of France." Mr. Mott is an American citizen.

THE MAGISTRACY.

Mr. J. R. Wood yesterday sent an amah to prison for six weeks for stealing two watches the property of Sergeant Wren, D.C.L.I., and his wife.

Mr. Melbourne yesterday at the Magistracy complimented Special Constable E. Silva on the capture of a thief. It appeared that a Chinese in the Public Gardens snatched a gold ear-pick from a Chinese lady. A hue and cry were raised and Silva pursued the thief, though not on duty at the time, and captured him in Macdonnell Road. The thief was sent to gaol for six weeks, and in addition the Magistrate ordered twelve strokes of the birch and four hours' stocks.

A Chinese, formerly employed by the Sanitary Department, was charged on three counts of obtaining money by false pretences. Inspector McHardy said that the man went to houses and represented that he had been sent to collect mosquitoes. He carried with him three small glass bottles. He told the occupiers that unless they paid him $5 he would report them to the Sanitary Authority, adding that when in the employ of the Department this was his "pidgin." The case was remanded until Friday on the suggestion of Mr. Wood, in order that the charges might be amended to demanding money by menaces.

CROWN LAND SALES.

Marine lot No. 321, measuring about 125,000 sq. feet, situated east of the Royal Hongkong Yacht Club's premises, North Point, was bought by Mr. A. E. Griffin, of Messrs. Leigh & Orange, yesterday at public auction held at the Public Works Department. It was bought for the Hongkong Electric Company at the upset price, $37,500. The Crown rent of the lot is $1,292 per annum.

Mr. Griffin also bought for the Swedish Trading Co. inland lot No. 2082, at Kennedy Town. The lot measures about 5,000 sq. feet. It was sold for $1,500, the upset price.

A BRITISH NATIONAL SUBSCRIPTION.

Mr. G. C. Wingrove, of Shanghai, writes to the *N.-C. Daily News* as follows:—

Sir,—May I, late Honorary Secretary of St. George's Society, appeal through your columns to solicit some of the public-spirited British citizens of Shanghai to start a national subscription from all British residents in the East not stationed in Crown Colonies?

No doubt most of us realize, difficult as it is, the magnitude of the struggle in which we are now engaged and that it is veritably a life and death struggle for the Empire, in which will be involved the sacrifice of both men and money.

There are many men in the East who would willingly and voluntarily help their country, but have no facilities for doing so, and again there are others who would help if the matter was placed before them.

Our compatriots at home, in the Dominions over the seas and Crown Colonies have every chance of volunteering their services in various national and local forces and in many other ways denied to us living in the Treaty Ports in the East; my idea is that a National Fund from all Britons in China, Japan, and the East be raised and that one large sum of money be sent home to aid:—

(1.)—Territorial officers and others desirous of volunteering for service at home and unable to get there for lack of means.
(2.)—The Red Cross Society at home.
(3.)—To contribute to the Prince of Wales' National Relief Fund.

It should, therefore, be the duty of every Briton in the East, poor and rich, to contribute and at once.

I am confident that if four representatives of British citizens be asked to undertake the arduous duty of organizing the Fund, they will willingly do so and start the Fund rolling.

I suggest that our leading Societies, viz., St. George's, St. Andrew's, St. Patrick's, and The Lancastrians should head the list with liberal donations.

I should also like to suggest that our leading Banks be asked to have subscription lists on their premises to help the good cause and that in a very short space of time a Fund will be formed worthy of our trust.—I am, etc.,

G. C. Wingrove.

Shanghai, August 22nd.

HEROISM AT SEA.

Commander Niles, R.N., captain of the port of Gibraltar, recently presented Capt. Pilcher and Chief Officer White, of the Liverpool liner *Indrani*, of the Indra Line, with medals and certificates on behalf of the Liverpool Shipwreck and Humane Society for rescuing the crew of the *Anne C. Banks* in mid-Atlantic on January 18th last.

THE WAR.

[THROUGH REUTER'S AGENCY.]

STRATEGIC POSITION OF THE ALLIES IN FRANCE.

The remaining portion of Earl Kitchener's statement which reached us after we had gone to press yesterday was as follows:—

Since the 26th the British have been unmolested. They have rested and refitted after the exertions of their glorious achievement and are ready for the next great encounter with undaunted spirit.

To-day, the Frenchmen bore the brunt of an attack which was repulsed.

On the 28th the British Cavalry Brigade under Colonel Sir Philip Chetwode fought a brilliant action against German Cavalry.

The strategic position of ourselves and our Allies is that whereas a decisive victory for us would be fatal to the enemy, a continuance of Anglo-French resistance which can keep in closest grip with the enemy's best troops can, if prolonged, lead only to one conclusion.

THE NEW LINE OF DEFENCE.

London, August 31st.
4.20 a.m.

Earl Kitchener's statement has completely disposed of the steadily growing crop of alarmist reports regarding the situation in France. The Allies now occupy a line extending from the mouth of the Somme inland along the river past the fortresses of Lafere and Laon, eastwards towards Mezieres.

The Amiens correspondent of the London *Daily Telegraph* says the Allies' new line is infinitely stronger than any held before, while the disproportion of numbers is reduced.

Fighting is reported at Bapeaume, twenty-five miles from Amiens.

THE NAVAL FIGHT OFF HELIGOLAND.

NINE HUNDRED GERMANS PERISH.

London, August 31st.
12.30 a.m.

The official account of the Naval action off Heligoland says the small cruisers and destroyers daringly attacked the Germans and some of the British ships were knocked about, but the superior gun-power and strength of the individual British ships told. The crews of the five German ships that were sunk totalled 1,200, and of these 900 perished.

[We may assume also that there were a good many casualties on the German ships that escaped in a damaged condition. The British casualties have been officially reported as 29 killed and 35 wounded.]

THE RUSSIAN ADVANCE.

BIG BATTLE IN PROGRESS AGAINST AUSTRIANS.

London, August 31st.

A Russian official report says that fresh German troops have appeared on the frontier and taken the offensive at some places

The battle continues along the whole Austrian front.

The Russians have assumed the offensive south of Lublin and are marching through a country covered with Austrian corpses. Some of the troops have been fighting a week, but the vigour of their attacks is unabated.

The Russians have captured numerous guns and quick-firers and are steadily advancing on Lemberg.

GERMAN SAMOA SURRENDERED TO NEW ZEALAND EXPEDITIONARY FORCE.

London, August 30th.
7.45 p.m.

The Secretary of State for the Colonies announces that Apia, in German Samoa, has surrendered to the expeditionary force which was sent by the Governor of New Zealand on Saturday.

[Apia is a town with a good harbour, about the middle of the north coast of Upolu Island, one of the Samoa group. It is the centre of trade with the Samoan Islands.]

A SECOND CONTINGENT FROM AUSTRALIA.

London, August 31st.

Australia has decided to raise a second contingent.

GERMAN'S REMOUNTS.

In view of the statement by the Official Press Bureau, the other day, that the German army was short of horses the following extract from the *United Service Magazine* is interesting:—

In 1913 the German Remount Commission purchased 16,471 young horses, or 1,361 more than in the previous year, and 21,064 aged horses for the whole of the Empire. The increase is the result of the application of the regulations of July 3rd, 1913; the latter latter provided for an increase of 41,293 horses by the report of the 1912 budget, of which some 7,500 were bought in 1914. Eastern Prussia furnishes an increasing number of horses and remounts to almost the entire German cavalry, with Prussian and Hanoverian horses raised in Eastern Prussia. The remainder of the horses come from Hanover. The field artillery draws the majority of its horses from Prussia Holstein and Oldenburg race, and from Bavaria, Saxony and Wurtemberg (Holstein horses raised in the country). The heavy artillery is provided for from the Rhineland, Schleswig and Bavaria.

SOUVENIR HUNTER FINED £25.

A wealthy American tourist named David Graham Carmichael was arrested at Dumfries last month for the theft of a brass handle off an antique bureau in the Burns Cottage at Ayr. He was arrested in his motor-car and sent to Ayr, where he was fined £25. It was stated that he was the worse for drink when he took the souvenir.

EGYPT'S RICE CROP FAILS.

WATER FAMINE DUE TO REMARKABLE FALLING OF THE NILE.

A Cairo correspondent writes to a London paper that, owing to the falling of the Nile, Egypt will have to import nearly all her rice this year. The Nile has not been so low for nearly 100 years, and the facilities for water storage have been insufficient to relieve the distress.

A great dam is being constructed on the Blue Nile, and a scheme is being pushed forward for another on the White Nile about 30 miles north of Khartoum.

WAR NEWS.

ANOTHER PRIZE BROUGHT TO HONGKONG.

A third prize steamer, the *Frisia*, of the Hamburg-Amerika Linie, has been brought into the Harbour and has anchored near the other two prizes in Kowloon Bay. The *Frisia* is an absolutely new boat, having been completed only this year, and is larger than the other H.A.L. steamers recently captured and brought into the Harbour.

TSINGTAO DEFENCE PREPARATIONS.

A special telegram to the *Peking and Tientsin Times*, dated the 19th inst., contains the following information as to the position in Tsingtao:—

News which I have received from Tsingtao states that the Germans are still busy improving the defences from the land side and that they have completely mined the hills commanding the approaches.

Great attention has been paid to the eastern extremity of these defences which are commanded by new earthworks lately erected, in which they have placed several of the heavy guns taken from the defences commanding the approaches from the sea.

They have also erected wire entanglements along the whole line of the German hinterland and the land approaches from other directions.

Behind these are mud embankments and walls which are themselves commanded by guns placed on the hills surrounding the town.

Cattle and other supplies are being bought in large quantities and the Germans are paying high prices for them. Ponies are being secured in quantities and the authorities are paying for them at the rate of $150 each. Several of the best known race ponies have been commandeered and the owners have only received promises of payment at the above prices.

In the town itself military discipline rules with a sway unequalled. Reservists are to be seen drilling daily and exercising under the drill instructors of the garrison, officers and non-commissioned officers.

The hotels have been turned into hospitals and a number of the local ladies are serving as nurses.

Foodstuffs have not risen so much as was expected, the government having fixed certain prices.

While much anxiety is manifest the garrison are confident that they will be able to give a good account of themselves and the idea of a capitulation seems to be the farthest thing from their minds.

The health of the place is splendid and there is practically no one under the doctors' care.

The water approaches are guarded by contact and observation mines which are changed every few days for fear that those at war with Germany may learn of their distribution. The re-arranging of the position of these mines is carried out by naval officers and the garrison feels confident that they are safe from any attack from the sea.

THE DEFENCE FORCES.

The Tsingtao personnel consists of two companies of machine guns, one squadron of cavalry, one company of field artillery, one company of pioneers, five companies of naval artillery, 500 men of garrison artillery, and 2,500 reservists, making a total of 6,000. There is also a Volunteer Corps of several thousands, who are attending to public services under the direct command of Admiral Waldeck.

The ships in Tsingtao harbour are the cruisers *Scharnhorst*, *Gneisenau*, *Emden*, *Kaiserin Elizabeth*, gunboat *S. 90* and *Cormoran*, transport boats *Titania* and *Rjasan*; also eight merchant vessels, ranging from two thousand to four hundred tons—all painted grey.—*N.-C. Daily News.*

Other reports say that the *Scharnhorst* and *Gneisenau*, are not there.

Translated from Japanese papers by the *Japan Chronicle*:—

THE CLOSE-ORDER STORY AGAIN.

London, August 16th.

A German officer captured at Haelen had a letter which he had written to his wife, in which he attributed the German losses to their movements in close order. "We marched as though at a military review," he wrote, and stated that the German losses were very great, while the Belgian troops were of unexpectedly good quality. "We could hear the guns, and see the shells as they screamed through the air," he said, "but we could not see whence they came."

JAPANESE VOLUNTEERS IN CANADA.

San Francisco, August 16th.

The Japanese Association in Canada has offered the services of Japanese Volunteers to the Canadian Government. On the 15th inst. Mr. Borden, the Premier, telegraphed in reply, thanking them, and expressing the Government's gratitude for their offer, which has been forwarded to the Ministry of Defence, who will reply.

THE DEATH OF GENERAL VON EMMICH.

New York, August 15th.

According to a German telegram which has reached here, General von Emmich the Commander-in-Chief of the German forces invading Belgium, committed suicide on Friday night, blaming himself for the failure of his troops to capture the Liege forts. Another report, however, says that the Commander-in-Chief was killed in the course of the fighting near Liege.

SUCCESSOR NOMINATED.

London, August 15th.

The Exchange News Agency states that it is reported from Brussels that General von Emmich, in command of the German troops at Liege, has died. He is to be succeeded by General von der Marwitz.

THE WAR: A RETROSPECT.

History sometimes repeats itself, and the Germans seem to be determined that, if possible, there shall be a repetition of the tactics they followed so successfully in the memorable Franco-Prussian war of 1870. As in the present case, that struggle was ushered in with a speech by the Kaiser to his people, who were told that "the love of the common Fatherland, and the unanimous uprising of the German nation, have conciliated all opinions and dissipated all disagreements. The war will procure for Germany a durable peace, and from this bloody seed will arise a harvest blessed by God—the liberty and unity of Germany." This oration was delivered on July 25th, 1870, and a couple of days later the Germans in large numbers had invaded French territory, despite the French war cry, *A Berlin*. The French Army consisted of about 300,000 divided into six corps. The first was under Marshal MacMahon, the second General Frossard, the third under Marshal Bazaine, the fourth under General Ladmirault, the fifth under General De Failly and the sixth under General Bourbaki. The commander-in-chief was the French Emperor (who lost his throne as a result of the wars, assisted by General Le Boeuf, who was succeeded by Marshal Bazaine (who lost his commission and had to seek safety in flight owing to a belief amongst the French that they had been sold by him to the Germans).

Against this comparatively small French army the Prussians put in action at the start a field force of about 640,000 men divided into four corps, the northern under General Flackenstein, about 200,000 strong, defending the Elbe, Hanover, and the proximity; the right under Prince Frederic Charles about 180,000 strong; the centre under Generals Bittenfield and Steinmetz, about 80,000; and the left under the Crown Prince of Prussia, about 160,000. The commander-in-chief was the Emperor William, his second-in-command being the famous General Von Moltke. By the beginning of August the north German army consisted of 550,000 line, with 1,200 guns and 53,000 cavalry: 187,000 reserves with 234 guns and 18,000 cavalry, and 205,000 landwehr (militia) with 10,000 cavalry, making a total of 944,000 men, 1,680 mobilised guns and 103,000 horses; but with the Bavarians and others this total was brought up to well over a million men under arms. Four weeks previously, on a peace footing, the German army totalled but 360,000. The French were quite unaware of their great inferiority in numbers and were sanguine of victory. They opened hostilities at Saarbruck with great bravery and valour and defeated the Prussians in the presence of the German Emperor and his son. Four days later the tables were turned and the desperately fought battle at Woerth resulted on August 6th in the defeat of the French under MacMahon, who was compelled to retreat to Saverne to cover Nancy. Then commenced a surprising series of German victories, which followed in rapid succession. On August 10th Lichtenburg capitulated to the Germans, communication with Strassburg was cut off and the Germans occupied Nancy. Then followed the decisive battles of the war, namely, Courcelles, gained by General Steinmetz and the 1st army on August 16th; Voinville, gained by Prince Frederick Charles; and Gravelotte, gained by the combined armies under the German Emperor. In these struggles the carnage was truly frightful. At Vionville, by the unexpected unmasking of a mitrailleuse battery, Henry Prince of Reuss and many German nobles were killed in a few moments. Another incident of this battle, one of the most sanguinary in the war, was a Balaclava charge of a German regiment of cavalry upon a French battery, by which it was decimated, but to which the German victory was greatly due. This battle continued for twelve hours and thinned the German ranks to the extent of 17,000 in killed and wounded. The French loss was equally great. The battle of Gravelotte also endured for twelve hours and resulted in a loss of 25,000 Germans and 19,000 French. After unexampled carnage the French were outflanked and fell back on Metz, fighting to the last. Then came the investment of Metz in its subsequent surrender with three marshals, 66 generals, 6,000 officers, 173,000 men, 5,000 pieces of artillery and 42 eagles. According to Marshal Bazaine, Metz, the great hope of the French, was "conquered by famine"; but according to military experts, the reason was the great army it contained. It might have been successfully defended by 20,000 men. Bazaine, who had distinguished himself in the Crimea and Algiers, was tried and condemned to death for surrendering Metz. This sentence was commuted to twenty years' imprisonment, but he escaped from Isle St. Marguerite to Madrid, where he wrote a book defending his conduct, but his side of the story was denied circulation in France. He died in 1888. But the fall of Metz on October 27th was the natural sequence to the great disaster resulting in the capitulation of the French Emperor and his army at Sedan on September 2nd. On the previous day the Germans had hopelessly defeated the French defenders and then contracted their circle close round Sedan, so that their formidable artillery held all the heights from which they could at pleasure wholly destroy the town and army, only 2,000 of which were fit for service. Further resistance being useless, the French Emperor wrote the following letter to the King of Prussia: "Mon frere—N'ayant pu mourir a la tete de mes troupes, Je depose mon epee au pied de votre majeste-Napoleon."

The awful struggle at Sedan was carried on—mainly by artillery in which the Germans had the advantage in weight, range and precision. The carnage was dreadful, and the field the next day was a mass of shattered bones, torn flesh and coloured rags! Some 25,000 French prisoners were taken and 83,000 surrendered the next day, with over 500 pieces of artillery. About 14,000 French wounded were found lying in the neighbourhood, and about 3,000 escaped into Belgium and laid down their arms. In short, the great army of the north, from whom the French nation had expected so much, had ceased to exist! The fall of Sedan and the wiping out of MacMahon's army caused a revolution in Paris, where, on September 4th, a republic was proclaimed. This move seemed to inspire new confidence in the sorely-tried French nation, who, though to all intents and purposes irrevocably defeated, calmly proclaimed to the Germans, "We will not cede either an inch of our territories or a stone of our fortresses." The Germans replied by marching on Paris and in sweeping all before them, and on September 15th the siege of Paris was begun. The German terms of peace now were the cession of the departments of Upper and Lower Rhine and part of that of Moselle, with Metz, Chateau Salins and Soissons, but these terms were positively rejected. Disaster followed disaster, and on January 28th, 1871, Paris capitulated. The terms of peace imposed by Bismarck were the cession of parts of Loraine, including Metz and Thionville, and Alsace less Belfort; and the payment of £200,000,000.

The French and Germans in this great war were considered by military experts to be equally brave and efficient, but the French generals are said to have acted greatly upon impulse. On the other hand, the Germans are said to have been invariably guided by a well-matured plan, their tactics mainly consisting in bringing vast masses to bear on the point where they were anxious to prevail. From Saarbruck to Sedan Moltke appears to have left nothing to chance, and it is claimed that all his arrangements were ably carried out. The causes of the early ruin of the French army are ascribed to the enormous superiority of the Germans in regard to numbers, the absolute unity of their command and concert of operation, their superior mechanism in equipment and supplies, the superior steadiness, intelligence and discipline of the soldiers, the superior education of the officers, and the dash and intelligence of the cavalry. The net result of this war so hastily proclaimed by France because they could not extract a guarantee from Germany that the latter would not nominate Prince Leopold, or anybody else, as a candidate for the throne of Spain, was a loss to France of valued territory, £385,400,000 in money, 350,000 men and 800 guns. The German loss in killed and wounded was 127,867 men.

The great question to-day is whether Germany can repeat this performance of crushing France in a little over a month and then leisurely march on to Paris! As in 1870, her army is still greater than that of the French, but this time she is attacked on land by Russia and at sea by England. Her policy seems to be to leave it to the Austrians and her immensely strong frontier fortifications to hold the Russians in check till a crushing blow has been inflicted on France; then she will turn her attention to the forces of the Tsar. As to whether this plan will work out satisfactorily or not we shall have to adopt Mr. Asquith's formula and "wait and see." To attain her end, Germany will presumably stop at nothing and will have no hesitation in trampling existing treaties under foot so far as Holland, Belgium, Switzerland, Luxumberg or anybody else is concerned. It is a life and death struggle to her. Her very existence as a first-class continental Power is at stake, and she is not likely to be swayed by such trifles as inconvenient treaties. Her main thought is whether she will emerge from this ordeal a greater nation than she is to-day, or sink once again to the level she occupied in the political world in the days of the first Napoleon.

But there is one point in connection with the war of 1870 that is worth remembering. In that conflict Germany had practically no navy to help her. In consequence her ports were blockaded by the French fleet. But neither her lack of naval strength nor the best efforts of the French fleet had any practical effect on the course of the war. To-day Germany's ports are armed to the teeth with long range guns, and are defended by mines, submarines, torpedo boats, and so forth. Her battle fleet would not perhaps be able to stand up long before the combined British, French and Russian navies; but if it elects not to court disaster in this way but to remain within the shelter of the land forts, making occasional raids as opportunity offers it is likely to prove a source of great trouble, for, thanks chiefly to the advent of the submarine, the days are gone when, after the fashion of Lord Nelson, attacking ships could enter a harbour and engage the enemy. Dewey did it at Manila in the Spanish-American war, but only because the forts were obsolete and submarines were only things one read about in Jules Verne's fascinating novels. The case is very different with naval harbours to-day, and the part to be played by warships in this, the greatest war of any time, should prove instructive. In the Russo-Japanese war the torpedo-boat had its first real test of usefulness, but its performances fell far short of expectations. Before the declaration of war two unsuspected Russian warships lying outside Port Arthur were damaged by torpedoes, but after that nothing of great use was done by torpedo craft. The Russians had reason to be pleased that only two of their vessels outside their stronghold were hit; and the Japanese were surprised that any Russian vessels escaped their torpedo attack. The torpedo, when it strikes a ship's vitals, is always effective; the trouble is to direct it unerringly to its intended target. In the present war the submarine is on its trial and great things are expected of it. In the fact that it is invisible it has advantages over the torpedo-boat, which must necessarily seek safety in flight when once discovered, and it can well be imagined that a submarine amongst a fleet of warships is capable of causing great havoc. *Mais nous verrons.*—*Rangoon Gazette.*

CORRESPONDENCE.

PRINCE OF WALES' RELIEF FUND.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

DEAR SIR,—May I, through the medium of your columns, be allowed to bring before the notice of the Hongkong Volunteers and Hongkong Volunteer Reserves a scheme for the donation of a handsome sum from the Corps to the above Fund?

I believe some 550 members are to receive pay at the rate of 1/9 per day, and it is felt by many that every man should give the amount so due to him towards the relief of the families of those of our men who will have forfeited their lives and limbs in the Empire's cause.

Most of those now under arms in Hongkong are in receipt of salaries as in normal times and I am sure have no wish to look upon the 1/9 a day as an extra source of income, but would gladly hand it over, doubtless with such personal donation as may be within their means, in the hope of alleviating the suffering consequent upon the horrors of war.

It is, perhaps, impossible to say at the moment how long the Volunteer Corps will be under arms, but I should think it not unlikely that three or four months would not be overestimating the duration of the present mobilization, and should this prove correct, about £5,000 could be contributed from this source alone.

May I ask your readers to give the idea their consideration and support?—Yours faithfully,

J. R.

When a man finds a woman for whom he thinks there's nothing good enough he asks her to take him.

An old bachelor says that too many of the roses that bloom on feminine cheeks are culled from corner drug stores.

THE "KOMAGATA MARU."

QUESTION OF ITS JOURNEY AT HONGKONG.

The *Komagata Maru*, which is conveying the 352 deported East Indians who, headed by Mr. Gurdit Singh, endeavoured, unsuccessfully, to enter British Columbia, as a result of which the ship and her freight has become world-known, was due to arrive in Kobe on the 20th inst. At Kobe also, the question, whether the steamer will bring her passengers to Hongkong, as previously decided, was to have been the subject of discussion between the owner of the vessel, who is at Kobe, and Mr. Gurdit Singh.

When the vessel was leaving Vancouver under escort two of the Japanese crew jumped overboard and commenced to swim for the shore in an endeavour to avoid another long confinement on the vessel. The tide proved so strong that the sailors, when picked up by the cutter of H.M.C.S. *Rainbow*, were much exhausted.

The vessel arrived at Yokohama on the 13th inst., and reports go to show that the run from Vancouver had been a very peaceful one, the men being quite resigned to the inevitable.

"SI NON E VERO."

AN ULSTER STORY.

A contributor to the *British Weekly* narrates a real conversation from Ulster. An Ulster volunteer in full panoply last month met a friend in the street. The friend observed:

"So you are going to fight?"

"Yes."

"Who are you going to fight? Are you going to fight the Nationalists?"

"No, we are not going to fight the Nationalists."

"Are you going to fight the police?"

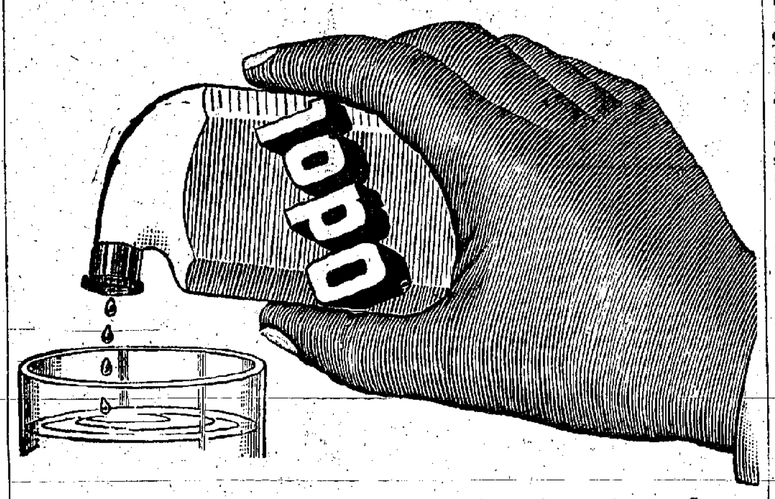
"No, I do not think we are going to fight the police."

"Are you going to fight the English soldiers?"

"No, I do not think we shall fight the English soldiers."

"Then, pray, who are you going to fight?"

"The Lord will provide."



The only Dentifrice with long-lasting Action.

Odol is the first and only dentifrice which neither evaporates nor is washed away by the saliva. On the contrary, it impregnates the gums, works in between the teeth, into their cavities and hollows, and into the mucous membrane of the mouth and throat, where it remains and retains its effectiveness for hours. This long-lasting antiseptic action keeps the whole mouth surgically clean and free from tooth-destroying and noxious bacteria, thus safely protecting all who use Odol against decay of the teeth and against the poisonous matter—unquestionably dangerous to health—arising from these bacteria.

JAPAN'S FINANCIAL RESOURCES.

AN UNLIMITED SUPPLY OF FUNDS.

Writing before it was definitely known what Japan's line of policy was going to be in regard to taking action to maintain the peace of the Far East, the *Kokumin* expressed a very optimistic view of the financial situation in Japan. While admitting that the war had seriously disturbed trade in Europe and other parts of the world, and that Japan was liable to be called upon to defend British interests in the Far East, the *Kokumin* said:—

"We do not think that there is any cause for concern regarding the financial and economic condition of Japan in the event of her being required to perform her obligations under the Anglo-Japanese Alliance. If Japan is sooner or later to be called upon to discharge such duties, the present is the most opportune time. Financially the Government is in a position which enables it to act with perfect confidence without the slightest fear of insecurity. The Government has an enormous amount of money at its disposal. As a result of the various political crises during the past year or two, the Government is in an enviable position, for since the fall of the second Saionji Cabinet no new Budget has been passed. While revenue has been increasing yearly, expenditure has been decreasing, until the Government is now in the happy position of having about 140 million yen in hand. No schemes for public works have been yet planned, so the Government is in a position to use this money without the slightest anxiety.

"If Japan has to take extreme measures as a party to the Anglo-Japanese Alliance in order to maintain the peace of the Orient, it is unlikely that the steps taken will involve any great expenditure. The sum of 140 millions which the Government has now at its disposal will be quite sufficient to prevent the Government being worried by any financial anxieties. Of course, should a third Power misunderstand Japan's intentions and intervene, and so make the situation more grave, some additional expenditure would be necessary, but such a turn of events is almost impossible.

"Yet, even should such an emergency arise, the financial position of Japan is such that the necessary funds could be found. According to a recent statement issued by the Bank of Japan, the Government holds a gold reserve abroad of 50 million yen, in addition to the 300 millions held by the Bank of Japan, which is about 90 millions in excess of the security necessary against the notes issued by the Bank. The war in Europe and the financial readjustment recently effected by the Government alike tend to reduce the exodus of gold, and this will relieve Japan from any anxiety about the outflow of gold for the next year or two. Economic circles in Japan have, of course, suffered as a result of the war, but when peace in the Orient is assured by Japan, and the ability of Japan to maintain that peace is demonstrated, trade with Asia—and especially with China—that vast field for Japanese exports—can be safely carried on and rapidly extended.

"As for the export of raw silk, the outlook in the United States is promising, and the present temporary check owing to the war will be followed by a period of renewed activity, so that from whatever point of view the situation is regarded, the Japanese people can feel confident of the result, and therefore can encourage the government to discharge its obligations under the Anglo-Japanese Alliance, and so demonstrate Japan's national power and extend her prestige."

In view of the protestations of various members of the Cabinet that the financial situation would not allow of certain much-needed tax reforms being carried out, the *Kokumin* appears to be rather more optimistic than the circumstances warrant.—*Japan Chronicle.*

TYPHOON WARNINGS.

The telegrams quoted below were received from the Manila Observatory:—

August 30th, 10.10 a.m.—Cyclone or typhoon, near or over the Southern part of Formosa Channel, moving N.

August 30th, 6.04 p.m.—Cyclone or typhoon, E. of Luzon, more than 300 miles distant, direction unknown.

August 31st, 4.45 p.m.—Typhoon near or over the Southern part of Formosa Channel moving W.N.W. or N. W.

Typhoon off Northern Luzon, more than 300 miles distant, direction unknown.

THE "NELEUS" OPIUM CASE.

Mr. G. W. King, Police Magistrate at Shanghai, has given a written judgment on the charge of unlawfully importing opium, which was the subject of proceedings brought by the Chinese Maritime Customs against E. J. Barry and R. Hayes.

His Worship said:—

The accused E. J. Barry, chief steward, and R. Hayes, lamptrimmer, both of the str. *Neleus*, were tried summarily before me under the provisions of the Order in Council 1904, Article 48. The charges were of importing or attempting to import into Shanghai uncertified Persian and/or boiled opium contrary to Articles 70 (1) (3) of the Order in Council 1904 and further with conspiracy to bring into China opium clandestinely and illegally with intent to import a prohibited article or to defraud the revenue of China contrary to common law.

The charges and the evidence offered being identical, the accused were tried together. The cases were argued by the counsel engaged both as to the law applicable to the charges and also on the facts proved in evidence.

I will first deal with the argument on the law.

The Article 70 (1) (3) under which the first charge is brought reads as follows:—

"If a British subject imports . . . or attempts to import . . . into China any goods, the importation . . . whereof into . . . China is prohibited by law." The material point to be observed here is that the importation or attempt must be "prohibited by law" and the question then is, what law is referred to? *Prima facie* in any enactment by the British authorities "law" would mean British law, and I can see no reason for reading it in any other sense in the Article in question.

Counsel for the plaintiff argued that "law" here means law sanctioned by the proper authorities, and if Chinese law that it must not be at variance with treaties made by China with other Powers. This argument I cannot agree to, for if admitted it would derogate from the exterritorial rights which British subjects enjoy in China by treaty. No law made by the Chinese authorities can bind British subjects unless such law has been assented to by the British Government and made binding on its subjects by treaty or otherwise. Where then is such law with regard to opium to be found? It must be looked for in Orders in Council, King's Regulations or Treaties. There are no Orders in Council nor King's Regulations on the subject and therefore it is necessary to turn to the Treaties. There have been many treaties, etc., dating from an early period, but I will only mention the Chefoo Convention, 1876, section 3, paragraph 3, and the additional article to that Convention of July 18, 1885 (Hertslet, China Treaties, Vol. I, pp. 78-84), a reference to which will shew that regulations were made as to the method of dealing with opium, but not prohibiting its importation into China. It may be surmised that the above treaties and other treaties between Great Britain and China refer to Indian opium only. The former country would have had no interest in legislating for any other than Indian opium. It is very material to bear this in mind. The raw opium referred to in the charges was shown by the evidence to be Persian, and no evidence as to the country of origin of the prepared opium was given to the Court.

The counsel for the plaintiffs, however, further relies on the agreement between Great Britain and China relating to opium, of May 8, 1911, in the annex to which appear these words:—

". . . all treaty ports shall be closed to "uncertificated opium provided the Chinese Government have obtained the consent of the other Treaty Powers." (Hertslet Commercial Treaties, Vol. 26, p. 17.)

To find a meaning to any of the words of an enactment, the objects of such enactment (*inter alia*) must be looked for. If this is done it will be seen at once that the agreement was made with respect to Indian opium only; further, so far as I am aware, there has been no legislation with respect to the certification of any but Indian opium. The Notification of August 9, 1911, issued by the Chinese Customs in Shanghai, prohibits the importation of non-Indian opium, but in no way refers to its certification. Finally it has not been shown to the Court that "the consent of the other Treaty Powers" has been obtained.

On the law I must hold, therefore, that the plaintiffs have failed to make out a case, and this being so, it is not necessary for me to give any judgment as to the facts; but in view of the appeal allowed under Article 8 of the Order in Council, 1913, it is better that I should do so. I cannot but think that owing to various circumstances certain very material evidence was not placed before the Court. I refer to the evidence which might have been given by the No. 1 fireman of this steamer and by the so-called passenger, who, I understand, is in the custody of the Chinese authorities. It may be surmised that this evidence if tendered might have placed the accused in a very serious position. This, however, is a mere speculation and I am only entitled to come to a decision on the evidence tendered to me. I will not go into details of the explanations given by the accused as to the reason for receiving the opium from the No. 1 fireman who left the ship at Hongkong. The impression I got was that the conduct of the accused was not normal and this is shown to be accurate by each of them stating this was the first time he had so "obliged" the No. 1 fireman. In their favour, however, is their conduct on arrival at Shanghai in voluntarily informing the Customs authorities of the opium being in their possession.

It was argued on behalf of the plaintiffs that they acted so because "feeling the game was up" they considered the punishment would be mitigated by their conduct. This, however, I do not consider conclusive of their guilt.

To sum up, it seems to me that though the conduct of the accused may have been suspicious it was not of such a character that I can say their guilt is proved. Suspicion is a long way off the certainty, which the law requires. The charge under Article 70 (1) (3) I find not proved. The other charge, *i.e.*, of conspiracy, stands or falls by the same evidence and therefore is also not proved.

Charges dismissed.

PUBLIC TRUSTEE'S BURDEN.

COMMITTEE TO ASSIST HIM IN HIS INVESTMENTS.

The Lord Chancellor has constituted an advisory committee to assist the Public Trustee in his choice of investments.

The Committee will not relieve the Trustee of his responsibility in his choice, but will from time to time examine and criticise the investments chosen. The members of the Committee are:—

The Right Hon. Frederick Huth Jackson, P.C., a partner in Messrs. Frederick & Co., and a director of the Bank of England, etc.

Mr. R. Martin Holland, a director of Martin's Bank and the London and South Western Railway, etc.

Mr. R. M. Kindersley, a director of the Bank of England and a partner in Messrs. Lazard Bros. & Co.

Mr. J. A. Mullens, jun., of Messrs. Mullens, Marshall & Co., and one of the trustees and managers of the London Stock Exchange.

The constitution of the Committee follows upon the following passage in the last annual report of the Public Trustee:—"The wide measure of acceptance which the Public Trustee Act has met with must manifestly impose upon the Public Trustee a continually increasing responsibility in respect of the funds which are placed under his care."

LONDON'S £22,000 ON ALEXANDRA DAY.

The Distribution Committee of the Alexandra Day collections met at the Mansion House, the Lord Mayor presiding. Miss C. May Beeman, the secretary, reported that after the payment of all expenses, including the making of the roses—the principal item—there would be about £22,000 to distribute, or £5,000 more than last year. Of that sum Queen Alexandra had indicated hospitals, dispensaries and institutions among which she desired £8,645 divided. The committee proceeded to allocate the remainder.

INTIMATIONS

DANDRUFF ON HEAD HAIR FELL OUT

Mass of Eruption. Constant Irritation and Burning. Many Sleepless Nights. Used Cuticura Soap and Ointment. Healed in 6 Weeks.

28, Ordo Hall St., Bloomsbury, London, W. C., Eng.—"The complaint first started through scurf and dandruff deposited in my hair. My head soon became a mass of sores and eruption which was attended by constant irritation and a burning sensation. It caused my hair to fall out and meant many sleepless nights owing to the terrible itching and burning sensation. I suffered in this way for over three years and tried various remedies without success. I was then recommended to try the Cuticura Soap and Ointment which I did. After frequently bathing my head with Cuticura Soap and then applying the Cuticura Ointment for the space of six weeks they effected a cure; they removed all the scurf and dandruff and thoroughly cleared my head of all the sores and eruption." (Signed) A. Harrison, Jan. 21, 1914.

Get rid of those pimples and blackheads. Cuticura Soap and Ointment will help you when all else fails. Unsightly complexions are often a bar to social advancement and business success. Start life with a clear skin and good hair.

Samples Free by Post

Although Cuticura Soap and Cuticura Ointment are sold by druggists and dealers throughout the world, a liberal sample of each with 32-p. Skin Book will be sent free upon request. Address post-card: F. Newbery & Sons, 27, Charterhouse Sq., London.

[96-18

CALDBECK, MACGREGOR & Co.

(ESTABLISHED 1864.

SPARKLING DEVONSHIRE CIDER

IS ONE OF THE FEW DRINKS THAT ONE CAN BE CERTAIN OF FINDING.

REFRESHING AND WHOLESOME DURING THE HOT WEATHER PROVIDED THE QUALITY IS GOOD.

MESSRS. BENTALL & LLOYD'S CIDER IS FAMOUS AS ONE OF THE BEST BOTTLED CIDERS.

TRY A FREE SAMPLE.

[2]

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS *only, special business matter* THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS *should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.*

P.O. Box, 33. Telephone No. 12.
Telegraphic Address: "PRESS."
Codes: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

NOTICE.

IT is proposed, in the interests of all concerned, that a MEETING of BANKS and all Parties Interested in Shipments by German and Austrian Steamers interned or overdue be held in the CHAMBER OF COMMERCE ROOMS, TO-MORROW (WEDNESDAY), 2nd September, at 3 P.M., to discuss the situation and if possible devise some means of protecting the Cargo.

Hongkong, 1st September, 1914. [1092

ST. STEPHEN'S COLLEGE.

DUTIES will be RESUMED TUESDAY, September 8th.

Entrance and Special Examinations MONDAY, September 7th, at 9 A.M.

Prospectus on application to—

THE WARDEN.

Hongkong, 1st September, 1914. [1093

TO LET.

NO. 7, KNUTSFORD TERRACE, Kowloon.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, 1st September, 1914. [1091

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

IN THE MATTER OF THE COMPANIES ORDINANCES, 1911,

and

IN THE MATTER OF THE HONGKONG FIRE INSURANCE CO., LIMITED.

NOTICE IS HEREBY GIVEN that a Petition was on the 20th day of August, 1914, presented to the Supreme Court of Hongkong by the above-named Company to confirm an alteration of the said Company's objects proposed to be effected by a Special Resolution of the Company unanimously passed at an Extraordinary General Meeting of the said Company held on the 4th day of June, 1914, and subsequently unanimously confirmed at an Extraordinary General Meeting of the said Company held on the 30th day of June, 1914, and which Resolution runs as follows:—

"That the provisions of the Company's "Memorandum of Association with respect "to its objects be altered so as to read as "in the Print signed by the Chairman of "the Meeting for the purposes of identification."

And NOTICE IS FURTHER GIVEN that the said Petition is directed to be heard before His Honour Mr. HENRY HESSY JOHNSTON GOMPERTZ, Acting Chief Justice of the said Court, on WEDNESDAY, the 21st day of October, 1914, at 10.30 o'clock in the forenoon, and any person interested in the said Company whether as Creditor, policy holder or otherwise desirous to oppose the making of an Order for the confirmation of the said alteration under the above Ordinance should appear at the time of hearing by himself or his Counsel for the purpose and a copy of the said petition will be furnished to any such person requiring the same by the undersigned, the Company's Solicitors, on payment of the regulated charge for the same.

Dated the 21st day of August, 1914.

DEACON, LOOKER, DEACON & HARSTON.
1, Des Vœux Road Central,
Hongkong,
Solicitors for the Company.
[1094

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

PROPOSED SAILING FROM HONGKONG.

FOR NEW YORK.

S.S. "SAINT EGBERT"

On or about 8th Sept.

For Freight and further information, apply to—

DODWELL & Co., LTD.,
Agents.

Hongkong, 1st September, 1914. [1095

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"SARDINIA,"

Captain J. T. Jeffery, carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 12th September, 1914, at NOON, taking Passengers and Cargo for the above Ports, in connection with the Co.'s S.S. "MOREA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the S.S. "PERSIA," due in London on the 23rd October, 1914.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 1st September, 1914. [1

INTIMATIONS

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE OF EXTRAORDINARY MEETING.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 19th day of September, 1914, at NOON, when the subjoined resolution, which was passed at the EXTRAORDINARY MEETING of the SHAREHOLDERS in this Corporation held on the 22nd day of August, 1914, will be submitted for confirmation as a Special Resolution:—

That the Deed of Settlement of the Company be altered in manner following:—

(a) That the following words be struck out of lines two and three of Article 56, namely, the words "for not exceeding fifteen days before and seven days after every Ordinary Meeting" and that the following words be adopted and substituted therefor, namely, "during such time as the Court thinks fit, not exceeding in the whole thirty days in each year."

(b) That the following words be struck out of the last line of Article 56, namely, "after the Meeting" and that the following words be adopted and substituted therefor, namely, "after the re-opening of the Register."

(c) That Articles 76, 77 and 78 be cancelled.

(d) That the following Articles be adopted and substituted for Articles 76, 77 and 78, namely:—

ARTICLE 76.—"General Meetings shall "be held once in every year, at such time "and place in the Colony as may be "prescribed by the Company in General "Meeting, and if no such time or place "is prescribed, then at such time and "place as may be determined by the "Court, and unless and until otherwise "prescribed or determined as aforesaid "a General Meeting shall be held in the "month of February in every year."

ARTICLE 77.—"The General Meetings "mentioned in the last preceding Article "shall be called Ordinary Meetings."

ARTICLE 78.—"All other General Meetings shall be called Extraordinary "Meetings."

(e) That Article 80 be altered by inserting and adopting after the word "holding" in line five thereof the words "or representing by proxy" and by striking out at the end of the said Article the words "present in person."

(f) That the following words be added to Article 94:—"The "Court may from time to time "pay to the Shareholders such "interim dividends as appear "to be justified by the position "of the Company."

(g) That the following words be struck out of the first three and a half lines of Article 174, namely, the words "Half-year "ending the 30th June and the "31st December, shall make a "General Half-Yearly," and that the following words be adopted and substituted therefor:—"Year ending the 31st "day of December shall make "a General."

(h) That the word "Half" be struck out of the 18th line of Article 174 and also out of the 6th line of Article 175.

(i) That the word "twice" and the words "the 30th day of "June and" be struck out of lines 4 and 5 of Article 176, and that the word "once" be adopted and substituted for the word "twice" in the fourth line thereof.

(j) That the words "or the Ordin- "ary Half-Yearly" and the words "as the case may be" be struck out of lines 10 and 11 of Article 177.

By Order of the Court of Directors.
A. G. STEPHEN,
Acting Chief Manager.

Hongkong, 24th August, 1914. [1065

THE SAM WANG LAND INVESTMENT, LOAN AND AGENCY COMPANY, LTD.

(IN LIQUIDATION).

LOST SCRIPS.

NOTICE IS HEREBY GIVEN that SHARE CERTIFICATES for the following Shares in the above Company are alleged to have been LOST:—

20 Shares numbered 540 to 559A.
20 Shares numbered 560 to 579A.

Application has been made to the Company for the issue of Duplicate Certificates, and should no objection be lodged with the Liquidator within one month from the date hereof, the application will be complied with.

J. HENNESSEY SETH,
Liquidator,
5, Queen's Road Central.

Hongkong, 17th August, 1914. [1046

NOTICE.

WE HAVE Opened a Branch in Canton, and Mr. G. E. HUYGEN has been authorized to Sign our Firm from 1st September.

W. A. HANNIBAL & Co.

Hongkong, 31st August, 1914. [1090

NOTICE.

THE Agency for Messrs. SUTER HARTMANN & RAHTJEN'S COMPOSITION COMPANY (The "Red Hand" Brand), SHIPS' BOTTOM COMPOSITIONS, has been taken over by MESSRS. DODWELL & Co., LIMITED, and all enquiries should be addressed to them or to the Undersigned.

J. W. WILSON
Representing Messrs. SUTER HARTMANN & RAHTJENS COMPOSITION CO., LTD.

Telephone No. 1030.
Queen's Building,
Hongkong, 26th August, 1914. [1079

INTIMATIONS

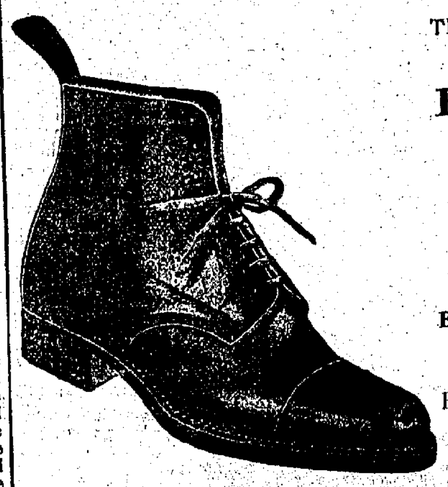
LANE, CRAWFORD & Co.

ESTABLISHED 1850. TELEPHONE 1741.

A NEW STOCK OF "OAKMORE"

MARCHING BOOTS

IN BLACK AND BROWN ENGLISH LEATHER.



THE LARGEST SELECTION OF

BOOTS AND SHOES

IN THE COLONY.

THE LATEST ENGLISH AND AMERICAN SHAPES.

From $10.00 to $15.00 per pair.

LANE, CRAWFORD & CO.

[39

CANTON-KOWLOON RAILWAY.

NOTICE.

NIGHT TRAIN SERVICE.

THE PUBLIC IS HEREBY NOTIFIED that the Trains timed to leave Canton for Kowloon at 5.15 P.M. and to leave Kowloon for Canton at 12.15 A.M. are hereby CANCELLED.

By Order,

ROBERT BAKER,
Acting Manager,
British Section,
Kowloon-Canton Railway.

By Order,

THE ADMINISTRATION,
Chinese Section,
Canton-Kowloon Railway.

Kowloon, 29th August, 1914. [1086

NOTICE OF REMOVAL.

WE HAVE This Day REMOVED our Offices to No. 25, DES VŒUX ROAD CENTRAL, 1st Floor.

GOLDRING & PHILIPS,
Solicitors and Notaries Public.

Hongkong, 31st August, 1914 [1089

TO LET

QUEEN'S BUILDING.

TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, 1st September, 1914. [838

TO LET.

From 1st September, 1914.

HOUSE, No. 5, Conduit Road. Fine View of Harbour. Newly painted and repaired.

For further particulars, apply to—

H. M. H. NEMAZEE.

Hongkong, 24th July, 1914. [968

TO LET.

OFFICES in Hotel Mansions. From 1st September next.

Apply to—

HENRY HUMPHREYS,
Alexandra Buildings.

Hongkong, 8th July, 1914. [915

TO LET.

HOUSE, No. 3, ORMSBY TERRACE, Kowloon.

Apply to—

SPANISH DOMINICAN PROCURATION.

Hongkong, 28th August, 1914. [1056

TO LET.

3 ROOMS, suitable for Offices, on the Ground Floor of Bello Buildings, 31, Wyndham Street.

Apply to—

P. A. XAVIER,
Care of Hongkong Printing Press.

Hongkong, 11th July, 1914 [930

TO LET.

From 1st September, 1914.

IN CANTON on SHAMEEN LOT 55. The premises now in the occupation of the Bank of Taiwan, Ltd.

Apply to—

DAVID SASSOON & Co., LTD.

Hongkong, 5th August, 1914. [1017

TO LET.

NO. 4, CLIFTON GARDENS (17, Conduit Road).

GODOWN, 98, Wanchai Road.

GODOWN, No. 4, New Praya, Kennedy Town.

Apply—

THE HONGKONG LAND INVESTMENT AND AGENCY Co., LTD.

Hongkong, 1st September, 1914. [1061

TO LET.

IN ALEXANDRA BUILDINGS VERY CONVENIENT OFFICES and ROOMS.

Apply—

SECRETARY,
A. S. WATSON & Co., LTD.

Hongkong, 9th July, 1914. [923

TO LET.

OFFICES, in St. George's Building, Second Floor, from 1st October.

Apply to—

SHEWAN, TOMES & Co.

Hongkong, 29th August, 1914. [1087

TO LET.

FLATS, "WILD DELL," No. 147, Wanchai Road, newly built, each Flat with 3 Rooms, Kitchen, Bathroom and Servants' Quarters.

"THE NEUK," No. 83, Peak

Apply to—

SANG KEE
Care of COMPRADORE DEPARTMENT,
HONGKONG AND SHANGHAI BANKING CORPORATION.

Hongkong, 9th July, 1914. [924

TO LET.

TOP FLAT, Humphrey's Buildings, Kowloon. Immediate occupation if desired.

"ABERTHOLWYN," Peak Road. Six-Roomed House, completely furnished. Immediate occupation if desired.

Apply to—

HUMPHREYS ESTATE & FINANCE Co., LTD.,
Alexandra Buildings.

Hongkong, 29th August, 1914. [1033

BANKS

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital... ... ... £1,200,000
Reserve Fund £1,800,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON,
Manager.

Hongkong, 5th June, 1914. [1494

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed ... ... Yen 10,000,000
Capital Paid-up ... ... „ 7,499,250
Reserve Funds ... ... „ 3,430,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES.

Amoy	Kiukiang	Shanghai
Batavia	Kobe	Singapore
Bombay	London	Swatow
Calcutta	Manila	Taichu
Canton	Moji	Tainan
Dairen	Nagasaki	Takow
Foochow	Newchwang	Tamsui
Hongkong	New York	Tokyo
Kagi	Osaka	Yokohama
Keelung	San Francisco	Etc.

HONGKONG OFFICE.
3, DES VŒUX ROAD.

Interest allowed on Current Accounts. Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.

Hongkong, 19th February, 1914. [648

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthy Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
A. G. STEPHEN,
Acting Chief Manager.

Hongkong, 14th May, 1914. [16

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.
LONDON OFFICE: 36, Bishopsgate, E.C.

BRANCHES:—

Bombay.	Kobe.
Calcutta.	Manila.
Canton.	Mexico.
Cebu.	Panama.
Colon.	Peking.
Empire.	San Francisco.
Hongkong.	Shanghai.
Hankow.	Yokohama.

CAPITAL AND SURPLUS Gold $7,200,000
equal £1,480,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED and COLLECTED.

MAIL and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

GEORGE HOGG,
Manager.

9, Queen's Road,
Hongkong, 21st October, 1913. [959

NEDERLANDSCH-INDISCH HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorised Capital Fl. 30,000,000 (£2,500,000)
Paid-up Capital... Fl. 17,407,000 (£1,450,580)
Reserve Fund..... Fl. 6,518,000 (£543,168)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKERS:
THE WILLIAMS DEACONS BANK.
SWISS BANKVEREIN.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager,
No. 8, Des Vœux Road Central.

Hongkong, 3rd October, 1913 [2]

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital	... ...	...£1,500,000
Subscribed	„	... 1,125,000
Paid-up	„	... 562,500
Reserve Fund	... ...	... 465,000

BANKERS:
BANK OF ENGLAND,
and
LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.

INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balance, and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON,
Manager.

Hongkong, 10th July, 1914. 149

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital $15,000,000
Reserve Funds:—
Sterling
£1,500,000 at 2/- —$15,000,000
Silver... ... ... $18,000,000
$33,000,000
Reserve Liability of Proprietors $15,000,000

COURT OF DIRECTORS.

Hon. Mr. D. LANDALE—Chairman.
W. L. PATTENDEN, Esq.—Deputy Chairman

S. H. Dodwell, Esq.	P. H. Holyoak, Esq.
G. T. M. Edkins, Esq.	J. A. Plummer, Esq.
C. S. Gubbay, Esq.	Hon. Mr. E. Shellim.

CHIEF MANAGER:
Hongkong—N. J. STABB.

ACTING MANAGER:
Shanghai—J. D. SMART.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.

For 3 months, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4 per cent. per Annum.

A. G. STEPHEN,
Acting Chief Manager.

Hongkong, 24th August, 1914. [15

NOTICES TO CONSIGNEES

"MOGUL LINE" OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "ERROLL."

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st Sept. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th Sept., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st Sept., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LTD.,
Agents.

Hongkong, 26th August, 1914. [1076

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENARTY."

FROM LEITH, MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Sept. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 9th Sept., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd Sept., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 26th August, 1914. [1077

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"ARCADIA,"

Arrived Hongkong on 27th Aug., 1914,
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. "Maloja."
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 5 hours.

Goods not cleared within 3 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 27th August, 1914. [1

NOTICE TO CONSIGNEES.

P.M. S.S. "NILE,"

FROM SAN FRANCISCO, JAPAN PORTS AND MANILA.

THE above-mentioned Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills-of-Lading for countersignature and take immediate delivery of Cargo from alongside. Cargo impeding discharge will be landed immediately at Consignees' risk and expense.

Cargo remaining on board SUNDAY, 30th Aug., at 5 P.M., will be subject to landing charges, and if undelivered THURSDAY, 3rd Sept., at Noon, will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged Cargo will be examined at the above Company's Godown THURSDAY, 3rd Sept., at 10 A.M.

No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All Claims must be filed on or before 27th Sept., otherwise they will not be recognized.

R. C. MORTON,
Agent.

Hongkong, 27th August, 1914. [32

HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

WE are prepared to conclude Contracts for Perpetual Work.

We Guarantee our Qualifications, but ask our Price, which is standard and reasonable.

Ring us up and come to an arrangement before the chance is lost.

H. E. VICTOR,
Manager,
5, Des Vœux Road Central
(First Floor).

Telephone No. 650.
Hongkong, 15th May, 1914. [710

SINGON & CO.

ESTABLISHED A.D 1880.

IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers, General Storekeepers and Shipchandlers. Nos. 35 and 37, HING LOONG STREET (2nd St. West of Central Market).

Telephone No. 515. [45

Cutler Palmer & Co
The Wine Merchants of the East

NAPIER - JOHNSTONE'S
"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF IMITATIONS.
SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.
[63

HONGKONG TRAMWAY COMPANY, LIMITED.

NOTIFICATION.

TO WHOM IT MAY CONCERN—All persons possessing Shares in the above Company which are Registered in the name of either of the Undersigned are hereby notified that the Undersigned will, on WEDNESDAY, the 2nd September next, give proxies in respect of all the Shares Registered in their names in support of the proposal to transfer the Director-ate to Hongkong unless, on or before TUESDAY, the 1st September next, they are duly requested not to do so.

G. C. MOXON,
J. W. TAYLOR.

Hongkong, 27th August, 1914. [1085

WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "magnificent climate." Preparation by experienced and qualified teachers for entrance to schools in England, or for commercial life in the East. School-house by the sea. Recreations:—Sea bathing, boating, cricket, football, etc.
For terms, apply to the Headmaster,
HERBERT L. BEER, L.C.P.
1348]

TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED MASSEUSE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision.
Address— NOMURA HOTEL,
15, 16 and 17, Connaught Road.
Telephone No. 400.
Hongkong, 30th July, 1914. [992

JUST RECEIVED
SMALL Supply of
ONE AND ALL'S
SEEDS.
GRACA & CO.
PEDDER ST. (Hongkong Hotel Building).
Hongkong, 29th August, 1914. [888

MARTIN'S
APIOL & STEEL PILLS
For Ladies
A French Remedy for all Irregularities. Thousands of Ladies always keep a box of Martin's Pills in the house, so that on the first sign of any irregularity of the system a timely dose may be administered. Those who use them recommend them, hence their enormous sale. All Chemists and Stores sell them throughout the World, or post free 8/-. MARTIN, Chemist, Southampton, Eng.
MARTIN'S
APIOL & STEEL PILLS
For Ladies

GRIMAULT'S
SYRUP
OF
HYPOPHOSPHITE OF LIME
FOR
STUBBORN COUGHS
BRONCHITIS
WEAK LUNGS
CATARRH
CONSUMPTION
123-2

THE NEW FRENCH REMEDY, No1 No2 No3
THERAPION price 2/9 leading Chemists. CURES
BLOOD POISON, KIDNEY, BLADDER, URINARY DISEASES, DISCHARGES, WEAKNESS, PILES. SEND STAMP ADDRESS ENVELOPE FOR FREE BOOKLET TO DR. LE CLERC MED. CO. HAVERSTOCK RD. HAMPSTEAD, LONDON, ENG. PARIS DEPOT: 32, RUE CASTIGLIONE. NEW YORK DEPOT: 50, BEEKMAN-ST.
THE NEW DRAGEE (TASTELESS) FORM OF
THERAPION A CURE FOR YOU EASY TO TAKE SAFE AND LASTING CURE.
BE THAT TRADE MARKED WORD 'THERAPION' IS ON GOVT. STAMP AFFIXED TO ALL GENUINE PACKETS 175

TRADE OF HONGKONG.

The following statistics have been compiled from the fortnightly price current and market report supplied by the Hongkong General Chamber of Commerce:—

OPIUM.

The stocks on August 28th were 844 of Patna, 421 Benares, 1,250½ Malwa, and 329 Persian and Turkish. The exports during the interval to Shanghai, etc., were 20 Patna, 64 Malwa, and 21 Persian and Turkish. The stocks of uncertified Bengal opium on August 27th were 116 Patna and 110 Benares. No opium was boiled by Government monopoly and there were no exportations. In the Bengal market, business has been at a standstill. Following are quotations:—Patna, New $9,325, Old $9,200, V. Old $9,100. Benares, New, $9,050, Old $8,925, V. Old $8,825. Malwa market.—Has ruled very dull and no business has transpired. Quotations are:—New to 3 years drug, $8,300 4/5 years, $8,400. Oldest $8,500.

EXPORTS.

There is no change to report in Feathers, and the condition of Ginger is unchanged, no business doing. The business in Galangal and Cassia Oil remains paralysed on account of the war. Ground Nuts are quoted at $8 per picul with shells and $10 per picul without shells, but there is no market for them. Business in Wood Oil is stopped. Human Hair is given at prices per picul f.o.b. Hongkong. Reuter's under date of July 14th gives standard tin, cash, 143/3 per cwt. and three months 144/9 per cwt. The Yunnan merchants are holding for higher prices for their bullion, but there is no market, and Smelters are firm at the prices mentioned. The prices of Quicksilver, Saigon Cassia, Gall Nuts and Bristles are unchanged, and no business is doing.

IMPORTS.

No business has been transacted from first hands in Cotton Yarn. Dealers are endeavouring to work off their bargains at lower rates, but demand from the interior is extremely slack, due to monetary stringency. Under the prevailing circumstances no reliable quotations can be given. Arrivals 4,500 bales. Sales nil. Shipments nil. Unsold stock 57,000 bales. Bargains 46,000 bales. The Woollen business is at a standstill, and there is no change in Raw Cottons, the stocks being nil. As regards metal, there is an entire absence of fresh business. Locally, prices are higher, but there is little business passing of any kind. There is nothing doing in Yellow Metal and no stocks of Pepper, Camphor or window glass. Small sales of Coal are reported. A fair business has been done in Java Sugar at much advanced rates. The Saltpetre market is quiet, and there are 1,000 bags in stock.

The American flour market is excited, as might be expected, and flour values are daily advancing, but there has been little fresh business for the Orient. Freights are scarce on account of the withdrawal of German lines and disorganisation of schedules. As to the local market, with prices controlled by the Government and the export checked, prices remain steady. Stocks are 250,000 sacks and arrivals normal. Quotations are:—Patents M. $3.00-$3.20 per bag, cut offs M. $2.70-$2.90 per bag, straight M. $2.60-$2.80 per bag, seconds M. $2.30-$2.50 per bag.

COLOUR AND HEAT.

THE SCIENCE OF SUMMER LIVING.

[FROM "THE TIMES."]

Who that has delighted in the exhilarating influence of the morning sun these last few days can doubt that the effects of lights upon health are not as profound as they are immediate? Sunlight is Nature's greatest drug. The term is used advisedly, since, just as in the case of a drug, abuse of the remedy may be followed by disastrous consequences. While we enjoy the brilliant days that summer may have in store, it is well to realize that light contains dangerous as well as health-giving qualities and understand how to use it to the best hygienic advantage.

Sunlight is composed of various coloured rays, the most important of which are the red, the blue and the ultra-violet. The red are the heat rays and have the effect of stimulating brain activity. Pansini, of Naples, refers to a case where workers in a room with red glass windows became after a time dangerously excited, and mentions that smallpox patients submitted to red-ray treatment developed dreadful hallucinations. The red rays are the probable cause of sun and heat strokes.

The obvious inference is that in hot summer weather red should not be adopted as a colour for hats, parasols, or clothes. Even white, which transmits all the rays of the sun, is hotter than, say, black which transmits none of them.

RED AS A NERVE TONIC.

Red light, in moderate amount, is a splendid whip to jaded nerves, and when the weather is not too hot red clothing undoubtedly increases this effect and produces a mental influence of a beneficial kind upon the wearer.

Blue light, on the other hand, is soothing—in big doses it is depressing. To place a melancholic in a room with blue blinds or under a blue parasol would be a mistake. Blue light baths are given in cases of over-excitement, neuralgia, and muscular rheumatism, and are often very helpful. Blue, however, allows the ultra-violet rays to pass through it, and hence is not suitable for hot weather wear.

These ultra-violet rays are, with the X-rays and radium, among the most remarkable physical phenomena known. They possess the power of destroying animal tissues with great rapidity. This may be proved in various ways. If a white man goes to the tropics and fails to exercise proper care the ultra-violet rays of the sun will soon produce an acute inflammation of his skin which may lay him up for several weeks. In England, where the sun's rays are much less powerful, sunburn is a small matter, and is usually regarded as the inevitable first step towards "a good healthy tan."

WM. POWELL, LTD.
TELEPHONE 346.
INEXPENSIVE
THIN CRYSTAL GLASSWARE.
—LACE ETCHED—
"WESTMINSTER"
1 Pt. Tumblers.
¾ " "
½ " "
¼ " "
Port Glasses.
Sherry "
Claret "
Champagne "
Liqueur "

Finger Bowls.
Ice Plates.
Tankard Jugs 1 qt.
Tankard Jugs 2 qt.
Tankard Jugs 1 pt.
Decanters 1 pt.
Decanters 2 pt.
Claret Decanters.
SINGLE PIECES SOLD
TABLE GLASSWARE IN VARIOUS DESIGNS.
CUTGLASS.
SWEET AND FRUIT DISHES. [649

NATURE'S SUNSHADE.

Now it should be realized that there is nothing specially healthy about a "tanned" skin. Tan is merely Nature's sunshade against the ultra-violet rays. So soon as the skin is exposed to these there is developed in its superficial layers a film of brown pigment which acts as a filter and shuts out the harmful influence.

The City man has a white face—that is an untanned face—because the soot in the city atmosphere effectually filters the sunlight and eliminates the ultra-violet rays. When he goes to the country he suffers at once. This suffering, however, is by no means a healthy process in itself and should certainly be avoided, or at least reduced from a rapid to a slow process. The practice of exposing one's face to direct sunlight in order to get sunburnt is both absurd and dangerous.

The most obvious precaution is a big sun hat. The colour of this should be light brown (Panama)—a hint furnished by nature. White is of little value. In the case of women greens and (except in very hot weather) reds are quite satisfactory. A blue parasol, on the other hand, is an invitation to sunburn. Most of the Indian pith helmets are lined with greens. This colour has the advantage that it keeps out both the ultra-violet and hot red rays. Face creams and other translucent preparations are, of course, of little value. Similarly a room decorated in green is delightfully cool; irritating rays are absorbed, and also—according to some investigators—flies are driven off. The house fly does certainly seem to object to the various shades of green.

LIGHT AS A MEDICINE.

On the other hand, the ultra-violet rays, though harmful to the skin, are a powerful germ killer. This is one of the reasons why the tops of mountains are so free from bacterial life—the atmospheric filter being very "thin" there—and why cities are such a breeding ground for it. Glass is another filter for these rays, and therefore windows should be rigorously kept open and—except in case of great heat—curtains and blinds abolished. In this way natural disinfection is encouraged. Rooms into which the sun never shines are rightly suspected of being unhealthy.

[TO THE EDITOR OF "THE TIMES."]

SIR,—The author of the article on p. 5 of *The Times* of May 18th on Colour and Heat has forgotten Benjamin Franklin's famous experiments, to speak of no others, which, negative his dicta about colours of clothes. Every schoolboy knows nowadays that the warmth of clothing of given thickness depends on the qualities of heat conduction and of heat-absorption, and in no wise upon its transmission of colours. In direct sunshine black cloth absorbs practically all the radiation that falls on it, and therefore becomes hot. White cloth reflects much of the radiation and does not itself become so hot, and hence is cooler to wear. It is both incorrect in fact and fallacious in argument to say that "white, which transmits all the rays of the sun, is hotter than, say, black, which transmits none of them." A white fabric appears white because of its reflecting properties, and a black fabric is black by reason of its absorbing properties.

Of the alleged depressing, melancholic, stimulating, and soothing properties of coloured rays—which it appears can even develop dreadful hallucinations in smallpox patients— I will merely observe that there is no evidence that these effects are physical; they seem to belong to nervous psychology.

Yours faithfully,
SILVANUS P. THOMPSON.

Technical College, Finsbury, E.C.

The author of the article writes:—"The meaning which it was desired to convey was not that the actual white fabric became hotter than the black, which as Professor Thompson points out is not the case, but that more light, passed through the white fabric as in the case of a parasol—and hence that it formed a less efficient sunshade; hence the use of the word 'transmits.' Though the effect of coloured light is psychical or physical is a vexed one, those using coloured light baths testify to their value as indicated."

REVIEWS.

The Meteoric Benson. By VINCENT MILLS-MALET. London: Stanley Paul & Co.

Benson, a young Leeds engineer, of Anglo-French parentage, is imbued with the laudable ambition of making war impossible. To accomplish this end, he conceives the idea of constructing an aeroplane of novel design, and all those who are interested in the mechanics of flying machines will find something to make them think in the technical details that are woven into a very human story. It is unfortunate, perhaps, that the author has chosen to make the protagonist of Benson a German, also that he should have introduced the German Emperor into the story, but we do not think our German friends will be in any way offended by this act of *lèse-majesté*, if such it can be termed. The Emperor has been spending a holiday in the Isle of Wight while the bureaucrats in Berlin have been fomenting a quarrel with Great Britain, and on the eve of a declaration of hostilities the Emperor's yacht is steaming up the North Sea when Benson drives up alongside and drops on board a letter in which he warns the Emperor that if he allows war to be declared his warships will be destroyed piecemeal by means of bombs dropped from the empyrean. The Emperor orders the yacht to be turned round and steams back to the Isle of Wight. There is a great deal more than this in the story. There is an attempt by a German emissary to steal Benson's plans. An attempt is made to shoot him as he sets out on a flight across the Atlantic, and he is shot, but not killed, on his landing in Madison Square, New York. He is made a baronet, wins the fortune offered by an American for the first flight across the Atlantic, receives a pension from the British Government, and marries Lady Hermione Prendergast, the beautiful daughter of the scientist, Lord Netherby, who is at first opposed to the union. The story savours of Jules Verne—that is to say, the introduction of the scientific idea suggests that prophetic writer of our youth, and so much has been already accomplished in the art of aviation since Blériot first flew across the Straits of Dover that we are chary of asserting that the Atlantic flight is impossible or improbable. There are so many attractive imaginings in the story that we hesitate to offer criticism, so merely content ourselves by regretting the juvenility of its style.

Francesca. By CECIL ADAIR. London: Stanley Paul & Co.

Here we have a clean healthy story free from the "sex problems" too frequently introduced nowadays into novels by lady writers. Miss Adair has a charming grace of style as well as the power of investing her characters with personal charm and of creating an atmosphere for them, two qualities that appeal to us, even if she suggests the manner of some of the mid-Victorian writers. The central figure is Francesca, the daughter of a young Englishman and a young Italian lady of noble parentage, who have married against the wishes of their respective families. Francesca is only a few weeks old when Claud Rothwell is offered an appointment in a tropical land which brings the prospect of earning money and of rehabilitating himself in the world. His wife will not be separated from him, and it is impossible to take the baby with them. They decide—and this is the weakest portion of the story—to leave her at the gate of a convent, hoping to return to claim her from the Mother Superior. But an English lady who has lost her own child while visiting Vallombrosa and is anxious to conceal her loss from her husband—absent on a diplomatic mission—calls at the convent to obtain a substitute for her own Frances, and thus becomes the foster-mother of Francesca. It is easy to foresee the complications that arise when the son of her husband by a former marriage—a son abandoned to his mother's people in South Carolina at the time of his birth and his mother's death—appears on the scene and falls in love with Francesca. Of course, a marriage between half-brother and half-sister is impossible, but Lady Rookwood confesses the imposture she has practised on her husband, without forfeiting his love, and the story ends in happiness all round. A great many characters are introduced, most of them lovable, and none more so than Ilaria, the second daughter of the Rothwells, Francesca's sister, and young Garry Moncrieff, the son of the Master of Rookwood. Apart from the artificiality of the plot, the story is excellent in construction, and maintains the interest to the end, even though the happy ending can be foreseen at quite an early stage.

S. Moutrie & Co., Ltd.
PIANOS
ON
HIRE
At $10 Per MONTH.
TUNING AND REGULAR ATTENTION
INCLUSIVE.
[51-5

INDO-CHINA PORTLAND CEMENT COMPANY, LTD.
FAMOUS DRAGON BRAND CEMENT
HIGH QUALITY BUILDING CEMENT
ALWAYS IN STOCK
Apply to P. SOFFIETTI & Co., 14, Des Vœux Road Central, 1st Floor. Telephone 289.
[1049-]

IT STANDS TO REASON
that the best proof of the excellence of any medical preparation is its continued popularity. Beecham's Pills have been before the public for upwards of half a century, and it is acknowledged that they are, now, in greater demand than ever. Their enormous sales are still on the increase. No medicine could achieve such a remarkable success unless it had proved itself to be of very real worth and practical value.
Beecham's Pills
have justified public confidence. In thousands of homes, to-day, experience has proved the beneficent results obtained from the use of these pills in cases of biliousness, sluggish liver, impaired digestion and a disordered condition of the bowels. It is a safe and prudent thing should you feel "out-of-sorts" to rely upon the curative properties of this excellent preparation. You will speedily find that Beecham's Pills
WILL DO YOU GOOD.
Sold everywhere in boxes, price 9½d (36 pills) 1/1½d (56 pills) & 2/9 (168 pills).
125-2

The Crock of Gold. By JAMES STEPHENS. London: Macmillan & Co., Ltd.

A short time ago, we had the pleasure of reading and commending "The Charwoman's Daughter" by this writer. This is not a sequel to that charming novel, but it has the same subtle witchery and grace, and shows Mr. Stephens to be a thinker, an idealist, a poet in prose, a new literary force. "The Crock of Gold" is not a novel. It is a philosophy of life presented in novel guise. It is instinct with humanity and the love of humanity; it reveals rather than analyses human emotions; it seeks to point the way, as all good books have done since the world began, to the higher hope of human aspiration. It is pure gold through and through, and as such should be acceptable to those of our readers who seek something fresh to stimulate their thoughts, their imagination and their aspiration. The author has interwoven with his story something of the fairy lore of Ireland, so much so that we unconsciously accept "the little people," the three Absolutes, Angus Og, and the god Pan as real beings in whose sayings and doings our interest becomes absorbed. There is also a delightful Philosopher from whose lips fall pearls of wisdom, not to be despised by a rude, reckless and unthinking generation, and there is much humour in the dialogue between the Philosopher and his wife, the Thin Woman of Inis Magrath, as, indeed, there is humour throughout the whole book. Mr. Stephens' latest production only serves to make us more clamorous for the sequel to "The Charwoman's Daughter."

Neighbours of Mine. By R. ANDOM. London: Stanley Paul & Co.

The creator of Troddles scarcely needs an introduction. He is already firmly established as one of our leading English humorists, extravagant at times, sometimes farcical, but at all times obviously out to make his readers laugh. We always laugh with him; never at him. On the present occasion, he has chosen to hold up to ridicule some of the weaknesses of his suburban neighbours, and if at times he gets away from reality, or even probability, we are not inclined to be captious or hypercritical. There are twenty-two chapters, and each is a spasm of laughter, while the seventy illustrations by L. Gunnis give an added interest to R. Andom's characters and their experiences.

Initiation into Philosophy. By EMILE FAGUET (of the French Academy) Translated from the French by Sir Home Gordon, Bart. London: Williams & Norgate.

We think we may safely say without insulting our readers that the average European living in Hongkong or the Treaty Ports of China is not addicted to the study of Philosophy. The same might be said, with truth perhaps, of the average man living anywhere, but, of course we are best able to speak of those amongst whom we live and move and have our daily intercourse. Now there is every reason why we who live in a university town should cultivate a love of study beyond the science of wealth, the ebb and flow of commercial intercourse. We are set in an intellectual environment; we are part and parcel of a movement which is to heaven a mighty Republic, a mighty people, which has taken the first step towards a new era of political progress and intellectual development. To anyone who wishes to indulge in philosophical studies, this short work will be most acceptable. It is so designed as to excite the curiosity of the student, be he young or old. It is extremely lucid, and, in passing, we would take the opportunity of congratulating the translator on the excellence of his share of the work. Avoiding, as far as possible, the technical jargon of the schools, M. Faguet gives a rapid sketch of the history of philosophy from the time of Thales down to the last century. The book is divided into three main sections: Antiquity, In the Middle Ages, and Modern Times. The reader is taken step by step through the various stages of philosophical development, for the author brings out, in a strikingly clear manner, the keynote of the teaching of each school and the main lines of each great man's thought. Here we have epitomised the teaching of Socrates, Plato, Aristotle, Descartes, Spinoza, Leibnitz, Locke, Berkeley, Hume, Voltaire, Rousseau, Kant, Hegel, Spencer, Cousin, Auguste Comte, Taine, and Renan, and many others throughout the ages, and all in a style which makes it a pleasure for the mere man of the world to drink at the fountain of wisdom.

HONGKONG TIDE TABLE.

From 1st to 7th September, 1914.

Days of Week	Days of Month	High Water: H'kong. Mean Time	High Water: Height	Low Water: H'kong. Mean Time	Low Water: Height
		h. m.	ft. in.	h. m.	ft. in.
Tues.	1	m 6 29	7 1	2 2 a	1 3
		9 16 a	4 6		
Wed.	2	m 7 30	7 3	m 0 40	4 1
		2 54 a	4 7	2 35 a	1 2
Thurs.	3	m 8 20	7 4	m 1 38	3 7
		5 50 a	4 9	3 6 a	1 3
Fri.	4	m 9 4	7 4	m 2 22	3 3
		10 5 a	5 1	3 35 a	1 5
Satur.	5	m 9 44	7 2	m 3 3	2 9
		10 19 a	5 4	4 3 a	1 7
Sun.	6	m 10 20	6 8	m 3 43	2 6
		10 34 a	5 6	4 30 a	2 0
Mon.	7	m 10 50	6 4	m 4 23	2 5
		10 50 a	5 8	4 55 a	2 4

SHIPPING

ARRIVALS.

CHIHLI, British str., 1,143, R. H. Lloyd, 29th August—Swatow 28th August—Ballast.—Butterfield & Swire.

HALDIS, Norwegian str., 1,965, J. Jorgensen, 31st August—Java 21st August, General.—Java-China-Japan Lijn.

HANGCHOW, British str., 999, Wake, 30th August—Saigon 25th August, Rice.—Butterfield & Swire.

HELIOS, Norwegian str., 860, Kundsen, 31st August—Bangkok 22nd August, Rice.—Order.

HILD, Norwegian str., 720, G. Jensen, 31st August—Bangkok 22nd August, Rice.—Chinese.

HUICHOW, British str., 1,220, Shane, 30th August—Shanghai 27th August, General.—Butterfield & Swire.

KWANGSE, British str., 1,228, G. G. Spinke, 31st August—Saigon 26th August, Rice.—Butterfield & Swire.

LIANGCHOW, British str., 31st August—Canton.

TANGO MARU, Japanese str., 4,635, T. Sekine, 31st August—Manila 29th August, General.—Nippon Yusen Kaisha.

TROILUS, British str., G. W. Long, 31st August—Liverpool 25th July, General.—Butterfield & Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
August 31st.

GLENLOCHY, British str., for Singapore.
HUICHOW, British str., for Canton.
TATARRAN, British str., for Singapore.
TJILATJAP, Dutch str., for Yokohama.

DEPARTURES.

August 31st.

CHIPSHING, British str., for Canton.
LIENSHING, British str., for Canton.

SHIPPING IN PORT.

STEAMERS.

ALDIANA, British str., 2,468, Wm. Dunbar, 25th August — Chingwantao 18th August, Coal.—Dodwell & Co.

CHIPSHING, British str., 1,199, E. W. Schenk, 28th August—Swatow 27th August, General.—Jardine, Matheson & Co.

DAIGI MARU, Japanese str., 847, S. Takushige, 28th August—Swatow 27th August, General. — Osaka Shosen Kaisha.

DRUMELTAN, British barque, 1,820, A. Watt, 16th August—New York 27th April, Case Oil.—Standard Oil Co.

DUNERIC, British str., 1,312, C. D. Logie, 23rd August—Bangkok 17th August, Rice.—Bank Line, Ltd.

HAITAN, British str., 1,600, J. W. Evans, 30th August—Swatow 29th August, General.—Douglas Lapraik & Co.

HANOI, French str., 742, Chevalier, 28th August—Haiphong 26th August, General.—A. R. Marty.

HINSANG, British str., 1,855, Kennedy, 25th August—Manila 22nd August, General.—Jardine, Matheson & Co.

HOKUTO MARU, Japanese str., 2,426, K. Morita, 19th August—Keelung 16th August, General.—Dodwell & Co.

HONGKONG, French str., 730, A. Marquerite, 29th August—Haiphong 28th August, General.—A. R. Marty.

HUPEH, British str., 1,460, A. Tucker, 13th August—Saigon 9th August, Rice.—Butterfield & Swire.

KJELD, Norwegian str., 910, Hellesoe, 27th August—Bangkok 18th August, Rice.—Chinese.

KAIFONG, British str., 987, H. Mathias, 29th August—Haiphong 26th August, General.—Butterfield & Swire.

KWANGLEE, Chinese str., 1,428, MacArthur. 29th August—Shanghai 26th August, General.—Chinese.

LIANGCHOW, British str., 1,267, W. Benson, 28th August—Shanghai 25th August, General. — Butterfield & Swire.

LIENSHING, British str., 1,048, Carle, 29th August—Swatow 28th August, General.—Jardine, Matheson & Co.

LOKSANG, British str., 978, D. W. Ritchie, 30th August—Hongay 27th August, Coal.—Jardine, Matheson & Co.

MALTA, British str., 3,888, G. W. Cockman, 28th August—Yokohama 17th August, General.—P. & O. S. N. Co.

PHRA NANG, British str., 1,022, H. Flashman, 29th August—Hoihow 28th August, General.—Order.

SEATTLE MARU, Japanese str., 6,182, T. Saitow, 27th August—Manila 24th August, Flour and General.—Osaka Shosen Kaisha.

SHINONIKU MARU, Japanese str., 1,942, J. Den, 23rd August—Moji 17th August, Coal.—Osaka Shosen Kaisha.

SKERRIES, British str., 2,696, J. W. Angers, 26th August—Woosung 22nd August, Coal and General.—Dodwell & Co.

SWANLEY, British str., 2,908, Steele, 27th August—Woosung 22nd August, Coal.—Admiralty.

TEAN, British str., 1,350, J. V. Sidford, 20th August—Manila 26th August, General.—Butterfield & Swire.

TELEMACHUS, British str., 1,350, Fraser, 28th August—Saigon 24th August, Rice.—Chinese.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES.	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	CARNARVONSHIRE	Brit. str.	—		JARDINE, MATHESON & Co., LD.	On 4th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	SOCOTRA	Brit. str.	—	R. P. Stevenson	P. & O. S. N. Co.	About 8th inst.
LONDON VIA USUAL PORTS OF CALL	SARDINIA	Brit. str.	—	J. T. Jeffery	P. & O. S. N. Co.	On 12th inst., at Noon.
MARSEILLES VIA SAIGON, S'PORE, COLOMBO, PORT SAID	PAUL LECAT	Fren. str.	—	Dorise	MESSAGERIES MARITIMES	On 3rd inst. at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAMO MARU	Jap. str.	—	Shimizu	NIPPON YUSEN KAISHA	On 9th inst., at 10 A.M.
VICTORIA, B.C., & TACOMA VIA KEELUNG & JAPAN	SEATTLE MARU	Jap. str.	—	T. Saito	OSAKA SHOSEN KAISHA	On 3rd inst., at 4 P.M.
VICTORIA, B.C., & SEATTLE VIA KEELUNG, S'HAI, &c	YOKOHAMA MARU	Jap. str.	—	S. Wada	NIPPON YUSEN KAISHA	On 8th inst., at 4 P.M.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & P'LAND	MERIONETHSHIRE	Brit. str.	—		JARDINE, MATHESON & Co., LD.	On 8th inst.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c	MEXICO MARU	Jap. str.	—	N. Kobayashi	OSAKA SHOSEN KAISHA	On 16th inst., at 4 P.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPRESS OF INDIA	Brit. str.	2 m.	A. J. Hailey	CANADIAN PACIFIC R. CO.	On 16th inst., at Noon.
SAN FRANCISCO VIA KEELUNG S'HAI & JAPAN. &c	MONGOLIA	Am. str.	—		PACIFIC MAIL S.S. Co.	On 15th inst., at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHIYO MARU	Jap. str.	—		TOYO KAISEN KAISHA	On 20th Oct.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	SHIYO MARU	Jap. str.	—		TOYO KISEN KAISHA	On 3rd Oct.
AUSTRALIAN PORTS VIA MANILA	TANGO MARU	Jap. str.	—	Sekine	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	ST. ALDANS	Brit. str.	—		GIBB, LIVINGSTON & Co.	On 28th inst. at 10 A.M.
JAPAN	TJILIWONG	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	Quick despatch.
KOBE & YOKOHAMA	KAGA MARU	Jap. str.	—	G. Tabusa	NIPPON YUSEN KAISHA	On 10th inst.
MOJI & KOBE	KIRIN MARU	Jap. str.	—	Nakamura	NIPPON YUSEN KAISHA	On 3rd inst.,
TIENTSIN VIA CHEFOO	CHIPSHING	Brit. str.	—	Schenk	JARDINE, MATHESON & Co., LD.	To-morrow, at Noon.
TIENTSIN VIA SHANGHAI	LIENSHING	Brit. str.	—		JARDINE, MATHESON & Co., LD.	On 3rd inst., at D'light.
TIENTSIN	CHEONGSHING	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., LD.	On 8th inst., at D'light.
WEIHAIWEI & TIENTSIN	HUICHOW	Brit. str.	1 m.	E. Forsyth	BUTTERFIELD & SWIRE	On 3rd inst., at Noon.
SHANGHAI	LIANGCHOW	Brit. str.	1 m.	W. Benson	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	POLYNESIEN	Fren. str.	—		MESSAGERIES MARITIMES	To-morrow, at 9 A.M.
SHANGHAI VIA NINGPO	WINGSANG	Brit. str.	—	J. H Lishman	JARDINE, MATHESON & Co., LD.	To-morrow, at Noon.
SHANGHAI	CHOYSANG	Brit. str.	—	S. Finderson	JARDINE, MATHESON & Co., LD.	On 3rd inst., at Noon.
SHANGHAI	LUCHOW	Brit. str.	1 m.	J. Meathrel	BUTTERFIELD & SWIRE	On 3rd inst., at 4 P.M.
SHANGHAI MOJI, KOBE & YOKOHAMA	NAMUR	Brit. str.	—	A. Collyer	P. & O. S. N. Co.	About 4th inst.
SHANGHAI	CHENAN	Brit. str.	1 m.	R. Y. Anderson	BUTTERFIELD & SWIRE	On 6th inst., at D'light.
SHANGHAI	TAKSANG	Brit. str.	—	W. McClure	JARDINE, MATHESON & Co., LD.	On 8th inst, at Noon.
SHANGHAI, KOBE & MOJI	KUTSANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., LD.	On 8th inst., at D'light
SHANGHAI	SALSETTE	Brit. str.	—	A. F. Vin, R.N.R.	P. & O. S. N. Co.	About 9th inst.
SHANGHAI	TJIMANOEK	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	Quick despatch.
FOOCHOW VIA SWATOW & AMOY	KAIJO MARU	Jap. str.	—	Y. Yamamoto	OSAKA SHOSEN KAISHA	On 9th inst., at 2 P.M.
TAMSUI VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	—	K. Murakami	OSAKA SHOSEN KAISHA	On 6th inst., at Noon.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAPRAIK & Co.	To-day, at 11 A.M.
SWATOW, NINGPO & SHANGHAI	HUPEH	Brit. str.	1 m.	Tricker	BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.
SWATOW	HAIMUN	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LAPRAIK & Co.	To-morrow, at 11 A.M.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAPRAIK & Co.	On 4th inst., at 11 A.M.
SWATOW, AMOY & FOOCHOW	HAIYANG	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAPRAIK & Co.	On 8th inst., at 11 A.M.
MANILA, CEBU & ILOILO	TEAN	Brit. str.	1 m.	Sidford	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
MANILA	YUENSANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co.	On 5th inst., at 2 P.M.
MANILA, CEBU & ILOILO	CHINHUA	Brit. str.	1 m.	Finlayson	BUTTERFIELD & SWIRE	On 8th inst., at 4 P.M.
MANILA	LOONGSANG	Brit. str.	—	W. G. G. Leask	JARDINE, MATHESON & Co., LD.	On 12th inst., at 2 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	TJIBODAS	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	Quick despatch.
BANGKOK	LINAN	Brit. str.	1 m.	C. C. Williams	BUTTERFIELD & SWIRE	To-morrow, at Noon.
BOMBAY VIA SINGAPORE & COLOMBO	RANGOON MARU	Jap. str.	—	Kamachita	NIPPON YUSEN KAISHA	On 14th inst.
SINGAPORE, PENANG & CALCUTTA	YATSHING	Brit. str.	—	L. Jones	JARDINE, MATHESON & Co., LD.	On 10th inst., at 2 P.M.
SINGAPORE, PENANG, RANGOON CALCUTTA &	KAWACHI MARU	Jap. str.	—	Nakamura	NIPPON YUSEN KAISHA	On 21st inst.
SINGAPORE, MAURITIUS, & SOUTH AFRICAN PORTS	SALAMIS	Brit. str.	—	D. A. Gardiner	THE BANK LINE LIMITED	On 25th Oct.
TOURANE & QUINHON	CHIHLI	Brit. str.	1 m.	R. W. Lloyd	BUTTERFIELD & SWIRE	To-morrow, at D'light.
SANDAKAN	HINSANG	Brit. str.	—	A. Kennedy	JARDINE, MATHESON & Co., LD.	On 3rd inst., at Noon.
HOIHOW, PAKHOI & HAIPHONG	KAIFONG	Brit. str.	1 m	H. Mathias	BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.

WEATHER REPORT.

On the 31st at 11.00 a.m.—Pressure has decreased slightly along the coast from Foochow to Tourane, and from Formosa to the S. Philippines.

No returns from Japanese stations.

At 6 a.m. this morning the typhoon was nearly stationary over S. Formosa.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT.	FORECAST.
Hongkong & Neighbourhood	N.W. winds, moderate; fine.
Formosa Channel	Cyclonic gales.
South coast of China between Hongkong and Lamocks.	The same as No. 1.
South coast of China between Hongkong and Hainan	Light or variable winds.

CHINA COAST METEOROLOGICAL REGISTER.

31ST AUGUST, 1914, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.	
Vladvostock	7 a.	—	—	—	—	—	—	
Nemuro	6 a.	—	—	—	—	—	—	
Hakodate	"	—	—	—	—	—	—	
Tokio	"	—	—	—	—	—	—	
Kochi	"	—	—	—	—	—	—	
Nagasaki	"	—	—	—	—	—	—	
Kagoshima	"	—	—	—	—	—	—	
Oshima	"	—	—	—	—	—	—	
Naha	"	—	—	—	—	—	—	
Ishi'jma	"	—	—	—	—	—	—	
Bonin Is.	"	—	—	—	—	—	—	
Chefoo	"	29.81	77	—	ESE	3	b	
Weihaiwei	"	29.85	73	95	S	3	bov	
Hankow	"	—	—	—	—	—	—	
Ichang	"	—	—	—	—	—	—	
Kiukiang	"	—	—	—	—	—	—	
Changsha	"	—	—	—	—	—	—	
Shanghai	"	29.78	74	—	ESE	2	b	
Gutslaff	"	29.81	77	—	ESE	3	bov	
Sharp Peak	7 a.	29.61	82	—	NE	7	c	
Amoy	6 a.	29.48	85	68	NE	4	c	
Swatow	"	—	—	—	—	—	—	
Taihoku	5 a.	29.57	—	—	SE	3	—	
Taichu	"	29.44	—	—	—	0	—	
Tainan	"	29.46	—	—	NE	4	—	
Koshun	"	—	—	—	—	—	—	
Pescadores	"	29.42	—	—	N	5	—	
Canton	6 a.	29.63	82	87	NW	1	b	
Hongkong	"	29.60	84	77	W	3	b	
Gap Rock	"	29.58	—	—	W	5	c	
Macao	"	—	84	—	WNW	2	c	
Wuchow	9 a.	—	—	—	—	—	—	
Hoihow	"	—	—	—	—	—	—	
Pakhoi	"	—	—	—	—	—	—	
Phulien	6 a.	29.69	81	—	ENE	2	c	
Tourane	"	29.70	77	—	WSW	2	c	
Cape St. James	"	29.86	75	—	SW	5	c	
Aparri	"	29.65	79	—	S	2	c	
Manila	"	29.74	81	—	WSW	5	c	
Legaspi	"	29.76	81	—	SW	1	c	
Iloilo	9 a.	29.91	83	—	SW	3	b	
Bacolod	"	—	—	—	S	3	c	
Cebu	"	29.85	88	—	W	2	c	
Labuan	"	—	—	—	—	—	—	

T. F. CLAXTON, *Director.*

1 BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2 TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail lightning, o overcast, p passing showers, q squall, r rain a snow, t thunder, v visibility, w dew (wet).

7 RAIN in inches, t tenths and hundredths

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 31st.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.66	29.60	29.55
Temperature	88	84	92
Humidity	68	77	50
Wind Direction	West	West	WNW
" Force	3	3	3
Weather	c	b	c
Rain	—	—	—

Highest open air Temperature on 30th... 91
Lowest open air Temperature on 30th 82

CANADIAN PACIFIC
ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1914.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER							To L'POOL	
STEAMERS	Hongkong	S'hai Woosung	Nagasaki	Kobe	Yokohama	Vancouver	Quebec	Liverpool
	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive
EMPRESS OF INDIA	Wed'day 16 Sept.	19 Sept.	21 Sept.	23 Sept.	25 Sept.	7 Oct.	15 Oct.	22 Oct.
MONTEAGLE	Wed'day 30 Sept.	3 Oct.	Moji 6 Oct.	7 Oct.	10 Oct.	24 Oct.	—	—

From L'POOL		From VANCOUVER						
Liverpool	Quebec	STEAMERS	Vancouver	Yokohama	Kobe	Nagasaki	S'hai Woosung	Hongkong
Leave	Arrive		Leave	Arrive	Arrive	Arrive	Arrive	Arrive
17 July	24 July	MONTEAGLE	29 July	14 Aug.	17 Aug.	Moji 19 Aug.	22 Aug.	25 Aug.
7 Aug.	14 Aug.	EMPRESS OF INDIA	20 Aug.	3 Sept.	4 Sept.	6 Sept.	8 Sept.	11 Sept.

PASSAGE RATES—HONGKONG TO LONDON.

	VIA QUEBEC	VIA NEW YORK
EMPRESS OF RUSSIA, EMPRESS OF ASIA, EMPRESS OF INDIA, EMPRESS OF JAPAN, MONTEAGLE — Meals and Sleeping	£71.10	£71.10
Car Berth across Canada £6 additional.	£65 —	£65 —
	£43 —	£45 —

Hour of Departure—All Steamers sail from Hongkong at NOON.
Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States and Europe have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. Co. or TOYO KISEN KAISHA.
SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.
AROUND THE WORLD RATES in connection with SUEZ MAIL LINES or TRANS-SIBERIAN ROUTE.

THE "EMPRESS OF RUSSIA" AND "EMPRESS OF ASIA" registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.
SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers.
HOTELS—The service furnished by the Company's chain of Hotels is unsurpassed.
THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.
Passengers may proceed by Rail between Ports of Call in Japan if so desired.
Route from HONGKONG VIA SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.
For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK,
1491] GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya

新外中港香
CHUNG NGOI SAN PO
(Chinese *Daily Press*),
PUBLISHED DAILY

is the oldest and still immeasurably the best Advertising medium among the Native Community.
Established for over FIFTY YEARS
Circulates largely throughout southern China, Indo-China etc
Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Voeux Road Central, Hongkong, 151, Fleet Street, London or from the different Agents.
Documents translated from or into Classical or Colloquial Chinese.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
• TIENTSIN via CHEFOO	"CHIPSHING"	Wed'day, 2nd Sept., Noon.
•† SHANGHAI via NINGPO	"WINGSANG"	Wed'day, 2nd Sept. Noon.
‡ SANDAKAN	"HINSANG"	Thursday, 3rd Sept., Noon.
† TIENTSIN via SHANGHAI	"LIENSHING"	Thursday, 3rd Sept., D'light.
† SHANGHAI	"CHOYSANG"	Thursday, 3rd Sept., Noon.
• MANILA	"YUENSANG"	Saturday, 5th Sept., 2 P.M.
• TIENTSIN	"CHEONGSHING"	Tuesday, 8th Sept., D'light.
† SHANGHAI, KOBE and MOJI	"KUTSANG"	Tuesday, 8th Sept., D'light.
† SHANGHAI	"TAKSANG"	Tuesday, 8th Sept., Noon.
SINGAPORE, PENANG & CALCUTTA	"YATSHING"	Thursday, 10th Sept., 2 P.M.
• MANILA	"LOONGSANG"	Saturday, 12th Sept., 2 P.M.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMSANG" and "LAISANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "FOOKSANG," "KUMSANG," and "LOYAT," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 6 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

• Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Y'tsze, Chefoo, T'sin, Dairy, W'wei, T'tau&N'chwang. Telephone No. 215, Sub. Exch 4.

‡ Taking Cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
Hongkong, 1st September, 1914. GENERAL MANAGERS. 41

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
Telephone No. 215. AGENTS
Hongkong, 16th April, 1914. 41

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR	STEAMERS	DATE OF DEPARTURE.
LONDON & ANTWERP	"CARNARVONSHIRE"	On 4th Sept

TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	"MERIONETHSHIRE"	On 8th Sept
VICTORIA, VANCOUVER, SEATTLE TACOMA & PORTLAND	"CARDIGANSHIRE"	On 30th Sept

For Freight and Further Particulars, apply to Telephone No. 215 Sub Ex. No.

JARDINE, MATHESON & Co., LTD.,
Hongkong 27th August, 1914. AGENTS. 14

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE and YOKOHAMA	NAMUR ..... Capt. A. Collyer	About 4th Sept.	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	SOCOTRA ..... Capt. R. P. Stevenson	About 8th Sept	Freight only.
SHANGHAI	SALSETTE ..... Capt. A. F. Vine, R.N.R.	About 9th Sept	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	SARDINIA ..... Capt. J. T. Jeffery	Noon. 12th Sept.	*See Special Advertisement.*

All the above Steamers are fitted with Wireless Telegraphy.

Subject to immediate alteration without notice.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 1st September, 1914. [1

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	"TEAN"	On 1st Sept., 4 P.M.
SHANGHAI	"LIANGCHOW"	On 1st Sept., 4 P.M.
TOURANE and QUINHON	"CHIHLI"	On 2nd Sept., D'light.
SWATOW, NINGPO and SHANGHAI	"HUPEH"	On 2nd Sept., 10 A.M.
HOIHOW, PAKHOI and HAIPHONG	"KAIFONG"	On 2nd Sept., 10 A.M.
BANGKOK	"LINAN"	On 2nd Sept., Noon.
WEIHAIWEI and TIENTSIN	"HUICHOW"	On 3rd Sept., Noon.
SHANGHAI	"LUCHOW"	On 3rd Sept., 4 P.M.
SHANGHAI	"CHENAN"	On 6th Sept., D'light.
MANILA, CEBU and ILOILO	"CHINHUA"	On 8th Sept., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

☞ SHANGHAI LINE.—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "SHAOHSING" and the S.S. "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

REDUCED FARE:—

HONGKONG TO SHANGHAI:—SINGLE $45. RETURN $75.

For Freight or Passage apply to— BUTTERFIELD & SWIRE,

Hongkong, 20th August, 1914. TELEPHONE 36. AGENTS. [5

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ST. ALBANS ...	2nd Sept.	On 26th Sept. 10 A.M.
EASTERN ...	14th Sept.	On 9th Oct., 10 A.M.
ALDENHAM ...	3rd Oct.	On 30th Oct., 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc, and are lighted throughout with Electricity. A State-Room have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

39

BRITISH INDIA S. N. CO., LTD.
APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 1st September, 1914. AGENTS. 49

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING	
"HAITAN" ...	Capt. J. W. Evans ...	TUESDAY,	1st Sept., at 11 A.M.
"HAICHING" ...	Capt. W. C. Passmore ...	FRIDAY,	4th Sept., at 11 A.M.
"HAIYANG" ...	Capt. A. E. Hodgins ...	TUESDAY,	8th Sept., at 11 A.M.

FOR SWATOW AND RETURN.
(Occupying 3 Days).

"HAIMUN"	Capt. A. H. Stewart ...	WED'DAY,	2nd Sept., at 11 A.M.
		SUNDAY,	6th Sept., at 10 A.M.

During the Month of AUGUST FIRST CLASS RETURN FARES to FOOCHOW will be subject to a Reduction of 20 per cent. on the full Fares.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 1st September, 1914. [4

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI. MANILA. THE INLAND SEA. JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
TENYO MARU	22,000—21 knots	from Nagasaki 15th Sept.
SHINYO MARU	22,000—21 knots	from Nagasaki 6th Oct.
CHIYO MARU	22,000—21 knots	...TUES., 20th Oct.

* Via Manila omitting Shanghai.

FIRST CLASS TO LONDON	£71.10.	RETURN (6 MONTHS)	£120.
FIRST CLASS TO NEW YORK	£60.	" "	£96.10.
" " " SAN FRANCISCO	£45.	" "	£68.

SPECIAL SUMMER RATES TO JAPAN.

NAGASAKI	KOBE	YOKOHAMA
$120.	$135.	$150.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
SEIYO MARU ...	14,000—14 knots	Saturday, 3rd October.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291. [212

OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY Co

FOR SEATTLE AND TACOMA VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"SEATTLE MARU" ...	T. Saito ...	THURSDAY, 3rd Sept., at 4 P.M.
"MEXICO MARU" ...	N. Kobayashi ...	WED'DAY, 16th Sept., at 4 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM PENANG AND COLOMBO.

Steamer	Captain	Leaving

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU" ...	Y. Yamamoto ...	WED'DAY, 9th Sept., at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIJIN MARU" ...	K. Murakami ...	SUNDAY, 6th Sept., at Noon.
"DAIGI MARU" ...	S. Tokushige ...	

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,
MANAGER,
Second Floor No. 1 Queen's Building.

774)

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

FROM HONGKONG:		FROM COLOMBO:
26th Sept.	"KATHIAWAR"	17th Oct.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING.

From Hongkong: "SALAMIS" 25th Oct.

FIRST CLASS ACCOMMODATION FOR PASSENGERS
FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.

331

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	§ KAMO MARU Capt. Shimizu,	16,000	WEDNESDAY, 9th Sept., at 10 A.M.
	§ KASHIMA MARU Capt. M. Yagi,	20,000	WEDNESDAY, 23rd Sept.
VICTORIA, B.C., and SEATTLE VIA KEELUNG, SHANGHAI MOJI, KOBE, YOKKAICHI and YOKOHAMA	§ YOKOHAMA MARU Capt. S. Wada,	12,500	TUESDAY, 8th Sept., at 4 P.M.
	§ AWA MARU Capt. Tominaga,	12,500	TUESDAY, 22nd Sept.
SYDNEY and MELBOURNE, VIA MANILA, THUESDAY ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU Capt. Sekine,	9,600	WEDNESDAY, 23rd Sept., at Noon.
	NIKKO MARU Capt. R. Takeda,	9,300	WEDNESDAY, 21st Oct., at Noon.
CALCUTTA VIA SINGAPORE PENANG and RANGOON ..	KAWACHI MARU Capt. Nakamura	12,500	MONDAY, 21st Sept.
BOMBAY VIA SINGAPORE, and COLOMBO	RANGOON MARU Capt. Kamachita,	12,500	MONDAY, 14th Sept.
SHANGHAI and KOBE ..			
MOJI and KOBE	KIRIN MARU Capt. Nakamura,	5,000	THURSDAY 3rd Sept.
NAGASAKI, KOBE and YOKOHAMA			
KOBE and YOKOHAMA ...	KAGA MARU Capt. G. Tabusa,	16,000	THURSDAY, 10th Sept.

§Fitted with New System of Wireless Telegraphy. Cargo only.

NOTICE.—"Kumano Maru," "Kamakura Maru" and "Hakata Maru" have been withdrawn from their Lines and not been replaced by substitutes.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months. Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return.	KOBE Return.	MOJI Return.	NAGASAKI Return.
1st Class ...	$135	$122	$108	$95
2nd " ...	$81	$75	$65	$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241 [8—9—13

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer "ORIENTAL" leaves YOKOHAMA	Steamers to COLOMBO.	Leave SHANGHAI	Leave HONGKONG.	Connecting Steamers from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at PLYMOUTH (London 1 day later)
p.m. Thurs.		6 p.m. Tues.	Noon. Satur.		Saturday	Friday
Sept. 3	ARCADIA ...	Sept. 8	Sept. 12	MOREA	Oct. 10 Friday	Oct. 16 Thursday
Sept. 17	DEVANHA ...	Sept 22	Sept. 26	MALOJA	Oct. 23	Oct. 29
Oct. 1	ORIENTAL ...	Oct. 6	Oct. 10	MOOLTAN	Nov. 6	Nov. 12
Oct. 15	MALTA	Oct. 20	Oct. 24	MOLDAVIA ...	Nov. 20	Nov. 26
Oct. 29	ARCADIA ...	Nov. 3	Nov. 7	KHYBER	Dec 4	Dec. 10

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer either to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—

LONDON

1st Saloon	"A"	Accommodation	Single	£65.	Return	£97.
	"B"			£59	"	£89.
2nd Saloon	"A"	"	"	£44.	"	£66.
	"B"	"	"	£40.	"	£60.

MARSEILLES

1st Saloon	"A"	Accommodation	Single	£61.	Return	£91.
	"B"	"	"	£55.	"	£83.
2nd Saloon	"A"	"		£42.	"	£63.
	"B"	"		£38.	"	£57

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS

STEAMERS.	Leave Y'HAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'SEILLES	Due at LONDON
	about	about	about	about	about	about
SARDINIA	Sept. 1	Sept. 10	Sept. 15	Sept. 22	Oct. 21	Nov. 1
NUBIA	Sept. 15	Sept. 24	Sept. 30	Oct. 6	Nov. 4	Nov. 15
NAMUR	Sept. 29	Oct. 8	Oct. 14	Oct. 20	Nov. 18	Nov. 22
NOVARA	Oct. 27	Nov. 5	Nov. 11	Nov. 17	Dec. 14	Dec. 25

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON:

1st Saloon £50 Single: £75 Return. 2nd Saloon £35 Single: £52 Return

FARES TO MARSEILLES:

1st Saloon £46 Single. 2nd Saloon £33 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

74

POST OFFICE NOTICE.

All the Homeward Siberian Mails despatched from Hongkong up to and including that of the 18th July have reached London.

The Public will be advised when notice of arrival of the five remaining mails sent to London via Siberia, viz., *Empress of India, Yorck, Korea, Kanchow, Paul Lecat*, is received.

THE DESPATCH OF THE MAILS TO EUROPE VIA SIBERIA HAS BEEN RESUMED.

ALL CORRESPONDENCE FOR EUROPE UNLESS SPECIALLY SUPERSCRIBED WILL BE SENT VIA SIBERIA.

The Parcel Post service to Egypt and countries beyond is for the present suspended.

The *Polynesien*, with the FRENCH MAIL, is due to arrive here to-day.

FOR	PER	DATE
Hoihow, Pakhoi and Haiphong	*Hanoi*	Tuesday, 1st, 8.00 A M
Swatow, Amoy and Foochow	*Haitan*	Tuesday, 1st, 9.00 A M
Japan via Kobe	*Troilus*	Tuesday, 1st, 10.00 A M
Bangkok	*Ulv*	Tuesday, 1st, 11.00 A M
Philippine Islands	*Tean*	Tuesday, 1st, 2.00 P M
SHANGHAI and NORTH CHINA (EUROPE via SIBERIA) ...	*Liangchow* ...	Tuesday, 1st. 2.00 P M
[To make connection with the Tientsin-Pukow Railway closing at Shanghai Brit. P.O. at 11.30 a.m. on Monday, the 7th Sept.]		
Tourane and Quinhon	*Chili*	Tuesday, 1st, 4.00 P M
SHANGHAI, NORTH CHINA, JAPAN via KOBE ... ... (EUROPE via SIBERIA)	*Polynesien* ...	Tuesday, 1st, 4.00 P M
[To make connection with the Tientsin-Pukow Railway, closing at Shanghai Brit. P.O. at 11.30 a.m., on Monday, the 7th Sept.]		
Hoihow, Pakhoi and Haiphong	*Kaifong*	Wednesday, 2nd, 8.00 A M
*Swatow, *Ningpo, *Shanghai and *North China	*Hupeh*	Wednesday, 2nd, 8.00 A M
Swatow	*Haimun*	Wednesday, 2nd, 9.00 A M
Bangkok	*Lanan*	Wednesday, 2nd, 10.00 A M
*Ningpo, *Shanghai and *North China ...	*Wingsang*	Wednesday, 2nd, 10.00 A M
Chefoo and Tientsin	*Chipshing*	Wednesday, 2nd, 4.00 P M
*Shanghai and *North China ...	*Lienshing*	Wednesday, 2nd, 4.00 P M
Hoihow, Haiphong and Pakhoi ...	*Hongkong*	Thursday, 3rd, 8.00 A M
SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via MARSEILLES ...	*Paul Lecat*	Thursday, 3rd, Registration 9.00 A M, Letters 10.00 A M
Sandakan	*Hinsang*	Thursday, 3rd, 10.00 A M
*Weihaiwei and *Tientsin	*Hupchow*	Thursday, 3rd, 10.00 A M
Formosa via Keelung, Japan via Moji, Victoria, B.C., and Tocoma	*Seattle Maru* ..	Thursday, 3rd, 1.00 P M
Shanghai and North China	*Luchow* ..	Thursday, 3rd, 2.00 P M
Swatow, Amoy and Foochow ...	*Haiching*	Friday, 4th, 9.00 A M
Bangkok	*Hild*	Friday, 4th, 4.00 P M
Philippine Islands, Australia, Tasmania, and New Zealand via Thursday Island	*Inaba Maru*	Saturday, 5th, 10.00 A M
Shanghai and North China	*Chenan*	Saturday, 5th, 4.00 P M
Swatow	*Haimun*	Sunday, 6th, 9.00 A M
Swatow Amoy and Foochow ...	*Haivana* ..	Tuesday, 8th, 9.00 A M
Philippine Islands	*Chinhua* ..	Tuesday, 8th, 2.00 P M
Formosa via Keelung, Shanghai, North China, *Japan via *Moji, Victoria, B.C., and Seattle (Wash.)	*Yokohama Maru* ...	Tuesday, 8th, 2.00 P M
Straits and *Ceylon	*Kamo Maru* ...	Wednesday, 9th, 8.00 A M
Philippine Is., Australia, Tasmania and New Zealand via Port Darwin	*Taiyuan*	Monday, 21st, 10.00 A M

* Specially superscribed correspondence only.

☞ MONEY LETTERS—The Post Office declines all responsibility for unregistred letters containing bank notes or jewellery, and where Registration has been neglected WILL MAKE NO ENQUIRES into alleged losses of such (Postal Guide 118).

☞ Mails for CANTON, WUCHOW and SAMSHUI are closed on week-days at 7.30 a.m. and at 4 p.m., on Sundays at 9 a.m.

☞ Mails for MACAO closed on week-days at 7.15 a.m. and 1.15 p.m.

☞ Mails for NAMTAU, SANMEI, KONGMOON and KAMCHUK are closed on week-days at 4 p.m. On Sundays the mails are closed at 9 a.m.

☞ A Mail for Long Island (Cheung Chow) is despatched per steam launch *Cheungchow* daily at 3 p.m.

☞ **In the case of Mails closing before 9 a.m. in the morning, Registration closes at 5 p.m. on the previous evening.**

REGISTRATION—Correspondence can be registered for Mails to Europe, Canada and America up to an hour before the time of closing. Registered mails to Shanghai, Japan, Straits, India, Manila and the Coast Ports of China by other than contract steamers close a quarter of an hour before the ordinary mail.

For Registration late fee by contract Packets, see time of closing above.

COMMERCIAL.

CLOSING QUOTATIONS.

August 31st.

ON LONDON:—
Telegraphic Transfer 1/9
Bank Bills, on demand ...1/9⅛
Bank Bills, at 30 days' sight ...1/9⅛
Bank Bills, at 4 months' sight ...1/9½
Credits, at 4 months' sight ...1/9½
Documentary Bills 4 months' sight 1/9½

ON PARIS:—
Bank Bills, on demand ...nom.
Credits, at 4 months' sight ...nom.

ON GERMANY:—
On demand ...nom.

ON NEW YORK:—
Bank Bills, on demand ... 43
Credits, at 60 days' sight ... nom.

ON BOMBAY:—
Telegraphic Transfer ...nom.
Bank, on demand ...131½

ON CALCUTTA:—
Telegraphic Transfer ...nom.
Bank, on demand ...131½

ON SHANGHAI:—
Bank, at sight ...75½
Private, 30 days' sight ... ... nom.

ON YOKOHAMA:—On demand ...86

ON MANILA:—On demand—Pesos—86

ON STRAITS:—On demand ...75⅝

ON BATAVIA:—On demand ...105

ON HAIPHONG:—On demand ...nom.

ON SAIGON:—On demand ...nom.

ON BANGKOK:—On demand ...88

SOVEREIGNS, Bank's Buying Rate...$11.3Cnom.

GOLD LEAF, 100 fine, per tael ...$59.10

BAR SILVER, per oz. ...23⅞

SUBSIDIARY COINS.

	per cent.
Hongkong ..20 cents pieces...	$ 9.50 discount.
Hongkong...10 ,, ...	$ 9.75 ,,

FORTHCOMING EVENTS.

Saturday, 19th Sept.—
Noon—Hongkong and Shanghai Banking Corporation Extraordinary Meeting of the Shareholders at the City Hall.
Noon—Royal Aerated Waters Manufactory Co., Ltd., General Meeting at the Office of Messrs. Percy Smith, Seth & Fleming.

ON SALE.

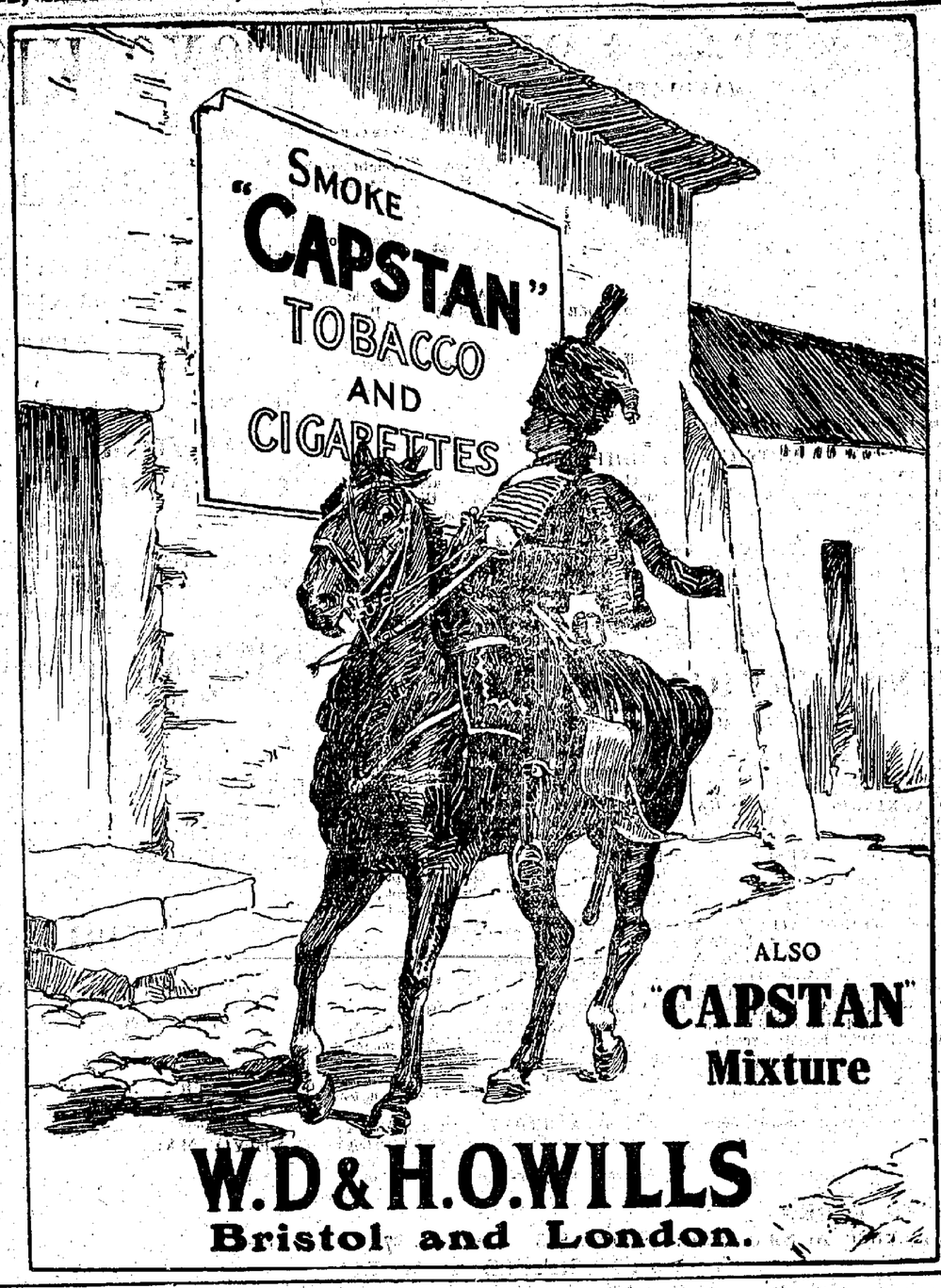
HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1913.

REVISED BY THE MEMBERS.

PRICE ... ... $5.

DAILY PRESS OFFICE.

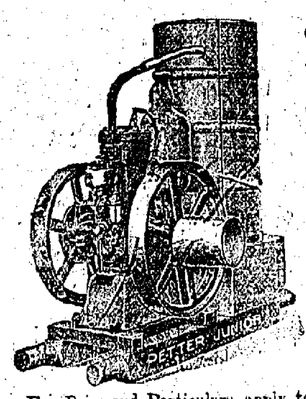
Hongkong, 24th February, 1914.



ALSO
"CAPSTAN"
Mixture

W.D & H.O.WILLS
Bristol and London.

ON HAND FOR SALE.



ONE 30 FOOT MOTOR LAUNCH Thornycroft Model Fitted with 12-14 B.H.P. Kerosine Engine.

ONE PORTABLE OXY-ACETYLENE SEARCHLIGHT with Morse Signalling Shutter.

ONE WIRELESS TELEGRAPH SET complete with Induction Coil, Overhead Wiress Spars, &c., suitable for Coasting or Patrol Steamer

ONE SEMI-DIESEL 8 H.P. CRUDE OIL ENGINE AND DYNAMO with Electric Searchlight.

KEROSINE OIL ENGINES "PETTER'S" FROM 7 TO 12 B.H.P.

For Price and Particulars, apply to—

WM. C. JACK & CO., LTD.,
14, DES VŒUX ROAD, HONGKONG.

[494

DRINK
'O.-T.'

'O.-T.' BLENDS WITH ALL DRINKS. TRY IT WITH YOUR WHISKY, GIN OR BEER.

'O.-T.' HAS A BENEFICIAL EFFECT IF YOU RISE WITH A FURRED TONGUE OR A BAD TASTE IN THE MOUTH. IT CORRECTS THE LIVER AND MAKES YOU WELL AGAIN.

DONNELLY & WHYTE.
SOLE AGENTS.

TEL. 636.

Hongkong, 1st August, 1914. [1000

PACIFIC MAIL S.S.CO.

OPERATING
MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons
KOREA 18000 tons SIBERIA 18000 tons
CHINA 10200 tons NILE 11000 tons
PERSIA 3000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

MONGOLIA	Sailing TUESDAY,	15th Sept., at 1 P.M.
KOREA	,, TUESDAY,	6th Oct., at 1 P.M.
SIBERIA.....	,, TUESDAY,	13th Oct., at 1 P.M.
CHINA (via Manila)	,, TUESDAY,	27th Oct., at Noon.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of M. V. Moroni, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—salt water swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip.

The Safety and Comfort of Patrons is Our First Consideration

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT,
KING'S BUILDINGS.

TEL. NO. 141.

[52

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

For	Steamer	To Sail.
SHANGHAI, KOBE AND YOKOHAMA	POLYNESIEN ...	On 2nd Sept., at 9 A.M.

HOMEWARD

MARSEILLES VIA PORTS ...	PAUL LECAT	On 3rd Sept. at Noon.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS by rail.

Circular Tickets to Europe via Suez and SIBERIAN ROUTE and *vice-versa* delivered here.

For further particulars apply to

P. THOMAS, AGENT.
QUEEN'S BUILDING.

21 5

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer		$6.00
Return ,, ,, (available also for return by day steamer)		10.00
Single Fare by Day Steamer		4.00
Return ,, ...		8.00

The attention of the travelling Public is drawn to the comfort afforded by the Companies' vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG TO CANTON.	CANTON TO HONGKONG.
TUESDAY, 1ST SEPTEMBER, 1914.	
8 a.m. *HONAM.*	8 a.m. *HEUNGSHAN.* 5 p.m. *KINSHAN.*
WEDNESDAY, 2ND SEPTEMBER, 1914.	
8 a.m. *HEUNGSHAN.* 5 p.m. *KINSHAN.*	8 a.m. *HONAM.* ... ...

There will be no Steamer from Hongkong to Canton, Tuesday, 1st Sept., at 5 p.m. and no Steamer from Canton to Hongkong, on Wednesday, 2nd Sept., at 5 p.m.

HONGKONG-MACAO LINE.

S.S. *SUI TAI*, Tons 1,651. S.S. *TAISHAN*, Tons 2,006

HONGKONG TO MACAO

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf, Sundays at 8 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 6TH SEPTEMBER, 1914.

The Company's New Steamship
"TAISHAN"

Will depart from the Company's WING LOK STREET WHARF at 8 a.m., and return from Macao at 2 p.m.

N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. *HOISANG.*

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. *SAINAM*, 588 tons, and S.S. *NANNING*, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or *vice versa* by the Company's direct Steamers *LINTAN* and *SANUI*. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT Co., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [42

VESSELS EXPECTED

THE AMERICAN MAIL.

The P.M. str. *Mongolia*, due to arrive at Hongkong on the 7th September, left Yokohama on the 27th August for this port via Manila.

THE AUSTRALIAN MAILS.

The E. & A. str. *Eastern* left Sydney for this port (via Queensland Ports, Port Darwin, Timor and Manila) on the 22nd August, and may be expected to arrive here on or about the 14th September.

The A.O. Line str. *Taiyuan* left Sydney on the 25th August for Hongkong via Thursday Island, Zamboanga and Manila, and may be expected to arrive here on or about 18th September.

THE FRENCH MAIL.

The M.M. str. *Paul Lecat* is due to arrive here on the 2nd September, and will probably leave for Saigon on the 3rd September, at noon.

LATEST STEAMER MOVEMENT.

The P. & O. str. *Namur* left Singapore for this port on the 28th August, and is due here on the 2nd September, at noon.

Printed and Published by BETHAM A. HALE for the Concerned at 10A, Des Vœux Road Central, Victoria, Hongkong: London Office, 131, Fleet Street, E.C.